P & O
WHISKY IS
10 YEARS OLD.
Drink no Inferior BLEND.
OF ALL DEALERS.

The Bombay Gazette.

No. 52,190—NEW SERIES. BOMBAY:—WEDNESDAY, MARCH 6, 1901.

Milkmaid
LARGEST SALE in the WORLD.
BRAND
Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

SATURDAY, 3 P.M.

Vessels.	Tons.	Captains.	1901.
M.L. ARABIA	7903	J. L. Parfitt	9th Mar.
PERSIA	8000	W. A. Wheler	16th "
M.L. INDIA	7911	W.D.G. Worcester	23rd "
* EGYPT	1918	G. L. Langborne	30th "
M.L. PERSIA	8000	W. A. Wheler	6th April
* CALEDONIA	7598	E. H. Gordon	13th "
M.L. EGYPT	7912	G. L. Langborne	20th "
* PENINSULAR	5257	T. Leigh	27th "
M.L. CALEDONIA	7558	E. H. Gordon	4th May
ARABIA	7903	J. L. Parfitt	11th "
M.D. PENINSULAR	5257	T. Leigh	18th "
ORIENTAL	5284	J. F. Jephson	25th "
M.L. ARABIA	7903	J. L. Parfitt	1st June
PERSIA	8000	W. A. Wheler	8th "
M.L. ORIENTAL	5284	J. F. Jephson	15th "

The steamers marked M. L. proceed to Marseilles, Plymouth and London, passengers for Brindisi transhipping at Port Said.

The Steamers marked * proceed to Aden only, and Passengers tranship there for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to Sailing, and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier on day of Sailing. All Passengers must attend at that place between 11 A.M., and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passengers cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND JAPAN.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on TUESDAY, taking Passengers for the STRAITS, CHINA, and JAPAN, and return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals sailing at Ports en route.

F. RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 28th February, 1901.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH
THE AUSTRIAN GOVERNMENT.

TO TRIESTE DIRECT VIA ADEN, SUEZ AND PORT SAID.

Steamer.	Captains.	Tons.	To sail on
* MARQUIS BACQUEHEM	A. Bilaffer	4,706	15th Mar., 1901.
CLEOPATRA	R. Colicdani	4,070	1st Apr., 1901.
IMPERATRIX	C. Bellen	4,149	1st May, 1901.

* Saloon fare to Trieste or Venice, Rs. 412-8.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE	Rs. 860.	Rs. 357-8.	Rs. 165.

TO TRIESTE, VIA KURRACHEE, ADEN, SUEZ, PORT SAID AND FIUME.

Steamer.	Captain.	Tons.	To sail
MARIA TERESA	T. Rassevich	3,041	on or about 12th March 1901.
F. FERDINAND	A. Martinolich	6,043	in April 1901.
TRIESTE	A. Miris	5035	in May 1901.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE	Rs. 412-8	Rs. 165.

RETURN TICKETS TO TRIESTE AND VENICE.

	1st Class.	2nd Class.
Available for 6 months	Rs. 1,956	Rs. 632-8.
Available for 12 months	1,165	" 687-8.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued via Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

This arrangement will prove of special advantage to Passengers on three months' privilege leave.

Passengers to VENICE tranship at TRIESTE to another steamer of the Company, which takes about 6 hours to Cross the Gulf.

STEAM TO SINGAPORE, HONGKONG, AND SHANGHAI.

Steamer.	Captain.	Tons.	To sail on or about
MELPOMENE	C. Mateovich	2,968	23rd April 1901.

For further particulars, Freight, Passage, &c., apply to

E. SCARPA, Agent.
Sassoon House, 52, Church Gate Street.
Bombay, 2nd March, 1901.

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES.

BOMBAY to NAPLES and GENOA or BRINDISI and VENICE.

Vessels.	Tons.	Captains.	To sail on
S.S. DON BALDUINO	4,580	M. Saporiti	15th Mar. 1901
" R. RUBATTINO	4,580	O. Canepa	15th April 1901

BOMBAY TO VENICE DIRECT. CALLING AT ALEXANDRIA AND BRINDISI.

	Tons.		Captains
S.S. NILO	7351	27th March, 1901.	A. Cuanzoneri
S.S. INDEPENDENT	2353	26th April, 1901.	S. Anfosso

RATES TO THE ABOVE PORTS INCLUSIVE OF WINE AND BEER.

	Single. Tickets, 4 months.	Return Tickets 6 months.	9 months.	12 months.
	Rs.	Rs.	Rs.	Rs.
1st Class	605	907-8	968	1,028-8
2nd "	357-8	550	577-8	605
3rd "	165	..	..	..

Passengers have the option of going via Genoa and returning via Venice, or vice versa, and can break their journey at any port, resuming it by subsequent steamers of Bombay or other Weekly and Daily Local Lines.

Through and Return Tickets to LONDON on application.

S.S. BORMIDA, Tons 3,000, from BOMBAY to HONGKONG, calling at Singapore, on the 17th March, 1901.

ITALIAN COLONIAL TRADING Co., Ld.,
C. BOGGIANO, Agent.
Elphinstone, Circle 15, Old Mercantile Bank Buildings.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To sail on THURSDAY.
SYDNEY	4,232	X	14th Mar., 1901.
ANNAM	6,208	Sellier	11th Apr., 1901.
OCEANIEN	4,249	Schmitz	9th May, 1901.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONQUIN, CHINA, AND JAPAN.

S. S. "OCEANIEN," 4,249 tons, Captain Schmitz, to sail on or about the 6th March, 1901.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at Reduced Fares. This arrangement will prove, in some cases of special advantage to Passengers on three months' privilege leave.

For further Particulars apply to

C. RUINAT, Agent.
New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

THE INDIAN RAILWAY GUIDE.—An Indispensable Book for Travellers in India and the East. Contains the Special Time and Fare Tables of all the Indian Railway Companies, the Steamer Routes to India and the Eastern Seas, and other useful information. Price 2 Annas. Coloured Map of India revised from Office and Survey. To be had at the "Bombay Gazette," Office and at all Booksellers and Railway Terminus.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,

Intend to despatch Steamers as follows:—

FOR KURRACHEE DIRECT.

S. S. "KOLA," 1,192 tons, on FRIDAY, 8th March, at 2 p.m., or later on arrival of the English Mail.

FOR COAST AND KARACHI.

S. S. "PACHUMBA," 867 tons, on TUESDAY, the 12th March, at 10 a.m., calling at Verawal, Mangrole, Porbundar, and Cutch Mandvie, (weather permitting).

FOR KURRACHEE AND PERSIAN GULF.

S. S. "ASSYRIA," 1,495 tons, on THURSDAY, the 7th March, at 10 a.m., calling at Kurrachee Gwadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussreh, in the forenoon or any order (weather permitting).

FOR ADEN, MOMBASA, ZANZIBAR, AND LAMU.

S. S. "CANARA," 1,902 tons, on or about WEDNESDAY, the 20th March.

FOR KARACHI, SEYCHELLES, KILINDINI AND ZANZIBAR.

S. S. "VADALA," 3,334 tons, on or about SATURDAY, the 16th March.

FOR COAST PORTS AND CALCUTTA.

S. S. "PATNA," 1,820 tons, on or about THURSDAY, the 7th March.

MACKINNON, MACKENZIE & Co., Agents.
Bombay, 5th March, 1901.

KING, KING & Co.,
BANKERS AND EAST INDIA AGENTS, BOMBAY.

PASSAGES engaged, and best available Berths secured, at Lowest Rates obtainable by P. & O., and all other Steamers, FREE OF CHARGE for COMMISSION.

LATEST LIST of SAILINGS, Fares, and full information furnished by return of post, on application.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. & O.

EVERY ASSISTANCE rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

SPECIAL AGENTS of the Firm meet all Steamers at BRINDISI and MARSEILLES.

PACKAGES of every description received for despatch as CARGO to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance at the Lowest Rates. QUOTATIONS FURNISHED on APPLICATION.

KING, HAMILTON & CO.,
CALCUTTA.

HENRY S. KING & Co., LONDON.

NOTICE TO TRAVELLERS.

SAN FRANCISCO OVERLAND ROUTE.

PACIFIC MAIL STEAMSHIP COMPANY,
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY,
AND
TOYO KISEN KAISHA,
(ORIENTAL S.S. Co.)
U. S. MAIL LINES
AND
THE CENTRAL PACIFIC, UNION PACIFIC AND CHICAGO AND NORTH-WESTERN RAILWAYS.
THE NATIONAL HIGHWAY OF AMERICA TO EUROPE
VIA
CHINA, JAPAN, HONOLULU, HAWAIIAN ISLANDS, SAN FRANCISCO AND THROUGH THE UNITED STATES.

ROUTE FROM
HONGKONG *via* SHANGHAI, NAGASAKI, through the beautiful Inland Sea
OF
JAPAN, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.

The magnificent Steamers of these lines sail from Hongkong every 9 days to San Francisco. Rate of Passage Money: Hongkong to Liverpool or London, First Class, *via* New York Lines £32, or *via* St. Lawrence Lines £30.

Special reduction granted to Members of the Military, Naval, Diplomatic, and Civil Service and to Missionaries.

Passengers have choice of routes across the Continent of America, East of Chicago, to all Eastern Cities, and have privilege of travelling by any Atlantic Steamship Line.

Round the World passage tickets issued in connection with the P. & O. S. Navigation Co., North German Lloyds and Messageries Maritimes.

All rates payable at current rate of Exchange.

Stop-over privileges allowed at the different ports of call.

For further particulars, Maps, Pamphlets, Passage Tickets, to all parts of the United States, Canada and Europe, &c., apply to T. D. McKAY, General Passenger Agent, San Francisco Overland Route, No. 4, Water Street, Yokohama, Japan.

THOS. COOK & SON,
Colombo, Bombay, Calcutta and Rangoon.
WHITNEY BROS. & CO.,
Calcutta.
W. M. WATSON & CO.,
Bombay and Calcutta.
J. S. VANBUREN,
General Agent, Queens Building, Hongkong.
KING KING & CO.,
Bombay.

R. SCOTT & CO., M. R. C. V. S.

VETERINARY AND COMMISSION STABLES, GIRGAUM.

CHARGERS, Polo Ponies, Hacks and Carriage Horses selected for Local and Up-country Constituents. Horses Shod on the most approved principles, under Personal Supervision.

Horses broken to single (Rs. 15), and double Harness (Rs. 30), and Saddle (Rs. 15). Raw Walers Charged extra.

	Rs.
Horses standing at Livery, on Commission Sale or for treatment including dyes per mensem	25
Commission on Horses Bought or Sold	17
Examination and Certificate	10
Verbal opinion as to Soundness	5

CRUSHED HORSE FOOD, best in the market. Present Price Rs. 5-8 per CWT. Delivered Free.

Special Mixtures, CRUSHED OATS, BRAN, etc., Supplied.

TREACHER & CO.'S HEART-LABELLED SPIRITS.

BRANDIES
BOTTLED IN EUROPE
and Guaranteed as to
QUALITY AND CONDITION.

		Special Cash Rates. Rs.	as.
TREACHER'S SPECIAL INVALID BRANDY, matured for medicinal use, 15 years old	Per Doz.	77	0
TREACHER'S EXTRA SPECIAL LIQUEUR BRANDY	per bot.	6	8
Do. do. do.	per pint.	3	4
000 TREACHER'S FINE OLD PALE COGNAC, the celebrated "Heart-Labelled Brandy"	per doz.	47	0
00 TREACHER'S OLD PALE COGNAC, a choice matured Spirit	"	40	0
0 TREACHER'S PALE COGNAC, a good "Peg" Brandy	"	34	0
CHEAP BRANDY, bottled in France for Treacher & Co.	"	24	0

SPECIAL TERMS TO MESSES AND CLUBS.

TREACHER & CO., LIMITED,
BOMBAY. BYCULLA. POONA.

WHAT GIVES A RELISH TO YOUR DISHES?

OUR INDIAN CONDIMENTS.
(PEACOCK BRAND.)
DELICIOUS AND PALATABLE
CHUTNEYS, JAMS, JELLIES, CURRY STUFFS, PICKLES, PRESERVES, SAUCES, MUSTARD, ETC., ETC.,
WHOLESALE AND RETAIL.
RECOMMENDED TO
FAMILIES, HOTELS, MESSES, AND CLUBS.
PRICE LIST ON APPLICATION.

THE INDIAN CHUTNEY MFG. CO.,
36, CHURCH GATE ST., FORT, BOMBAY.

CAKES:
WEDDING CAKES,
BIRTHDAY & CHRISTENING CAKES
OF MAGNIFICENT DESIGNS AND DECORATIONS AT REASONABLE PRICES.
CAKES:
SMALL CAKES, PASTRIES, CHOCOLETS, SWEETS, &c., &c.,
MANUFACTURED DAILY ON THE PREMISES BY COMPETENT EUROPEANS.
ICES.
DELICIOUS ICE CREAMS:
TWO KINDS DAILY.
ORDERS for the above respectfully solicited.
UP-COUNTRY ORDERS for Cakes, Confectioneries, Oilman's Stores, Wines, &c., receive the personal attention of the Proprietor.

FELICE CORNAGLIA,
83 and 85, MEDOWS STREET, and at
RAMPART ROAD, Opposite Watson's Hotel.
TELEPHONE NO. 42.

WILLIAM WATSON & Co.,
BANKERS AND ARMY AGENTS.
(ESTABLISHED 1867.)
8, Hornby Road—BOMBAY.

CALCUTTA—8-1, Council House Street.
KARACHI—Bunder Road.
LONDON—7, Waterloo Place, S.W.
LIVERPOOL—33, Water Street.
PORT SAID—8, Quay Francois-Joseph
MARSEILLES—82, Rue de la Republique.
Branch Office at CAPE TOWN, South Africa.

PASSAGE SEASON 1901.

PASSAGES secured by P. O., the other LINERS and all NON-LINERS, at lowest rates. NO COMMISSION charged.
SELECTED NON-LINERS to Continent and England from Rs. 300.
"SOCIAL GROUPING." Special care exercised in this.
LIST of all SAILINGS, with details, furnished promptly.
REDUCTIONS for FAMILIES and PARTIES.
SPECIAL reductions for MISSIONARIES and RAILWAY EMPLOYEES.
PASSAGES from any PART of the WORLD arranged through our several HOUSES and AGENCIES.
CONTINENTAL RAIL TICKETS arranged.
PASSENGERS met at Railway Stations and conducted on Board or to Hotels.
PARCELS and HEAVY GOODS shipped to any part of the world.
BAGGAGE and CARGO CLEARED, DESPATCHED and INSURED.
DUTY and all CHARGES prepaid, if desired.
SMALL PARCELS enclosed in our Regular PARCEL CASES.
SOLDIERS' HEAVY BOXES shipped to any address CHEAPLY.
TROOPSHIP BAGGAGE shipped. Horses and Dogs shut fout from same, fowarded economically.

SOLE AGENTS AT BOMBAY FOR
MESSRS. CURTISS AND SONS,
TROOPSHIP AGENTS,
PORTSMOUTH AND SOUTHAMPTON.

HOMEWARD PASSAGES.
GRINDLAY, GROOM & Co., BOMBAY.
GRINDLAY & Co.,
CALCUTTA,
BANKERS AND AGENTS.

PASSAGES booked without charge, and on favourable terms. Berths carefully selected.
SLEEPING Car and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS AND MISSIONARIES booked at reduced rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Occidental and Oriental and Pacific Mail Routes.
HANDBOOK giving details of Fares, &c., and of Saillings by all Lines, sent FREE on Application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS, at current rates.

London Agents, GRINDLAY & CO.

SAINT
LEHON
TONIC:
RECONSTITUTING
WINE.
NATURAL
AND
INVIGORATING.
RS. TWO
PER BOTTLE.

KEMP & CO., LD.,
BOMBAY.

NEWSPAPER SUPPLY AGENCY,
15, BANK STREET.
THIS AGENCY SUPPLIES
THE
BOMBAY DAILY PAPERS
FOR PERUSAL IN THE
MORNING AND NOON
AT MODERATE MONTHLY SUBSCRIPTION
ALSO
HOME-PAPERS AND MAGAZINES.
Mofussil Residents are also supplied with Papers.
FOR TERMS APPLY TO
VINCENT AND COMPANY.

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UNPARALLELED OPPORTUNITY FOR CYCLISTS.

MESSRS. MARCKS & CO., LD., are offering FOR SALE the following "PREMIER" CYCLES at GREAT REDUCTIONS to clear their entire Stock.

GENTLEMEN'S

		List Cash Price. Rs.	Clearance Price. Rs.
5	Popular Premiers	250	187
1	Model "Premier" Road Racer.	265	200
9	Model "S" Premier Roadsters	270	208
1	Model "P" Premier Roadster	330	247
2	Model "O" Premier Road Racers.	330	247
3	Premier Path Racers	330	247
3	Premier "Kohinoor"	335	251
1	Polo-Premier	360	270
3	Premier "Royals"	360	270
4	Duplex Premiers	450	337

LADIES'

6	Kangaroo Premiers	235	176
5	Popular Premiers	265	200
6	Model "H" Premiers	270	208
3	Model "G" Premiers	335	251
8	Kohinoor Premiers	335	251
4	Royal Premiers	360	270

All machines fitted with the Latest Dunlop Tyres.
All machines are up to date.

MARCKS & CO., LIMITED,
BOMBAY AND POONA.

THE LATEST ADDITION TO THE "BAHADUR"

CATALOGUE.

"BAHADUR QUEEN EMPRESS"

BRAND.

THE "BAHADUR QUEEN EMPRESS"

Brand is the latest addition to our List. They are packed in

Boxes of 100, each Cigar being Ringed with a "BAHADUR QUEEN EMPRESS." Ring.

"BAHADUR QUEEN EMPRESS" Extra large 5 inches, Rs. 37-8.

"BAHADUR QUEEN EMPRESS," No. 1, 4½ in., Rs. 31-6.
"BAHADUR QUEEN EMPRESS," No. 2, 4 in., Rs. 29-0.
"BAHADUR QUEEN EMPRESS," No. 3, 3¾ in., Rs. 27-8.
"BAHADUR QUEEN EMPRESS," No. 4, 3 in., Rs. 24-0

PACKED in BOXES of 50, at an extra charge of Re. 1 Per 1,000.

PACKED in BOXES of 25 at an extra charge of Rs. 2 Per 1,000

ILLUSTRATED LEAFLET FREE ON APPLICATION.

McDOWELL & CO., LD.,
MADRAS AND LONDON.

THE GENERAL AGENCY.
FORT, BOMBAY.
SPECIALITIES.

BRANDIES.	WHISKIES.	WINES.
LAURENT'S LIQUEUR, 50 Years old.	ANTIQUARY LIQUEUR.	SHERRY, PORT, MADEIRA CHAMPAGNE, HOCK, CLARET, BURGUNDY, LIQUEURS.
JULES ROBINS O. P.	WATSON'S CLUB.	FROM
COURVOISIERS.	GILBEY'S PROVOST.	THE WELL KNOWN SHIPPERS,
AUSTRALIAN	" SPEY ROYAL.	W & A GILBEY, J. & C WHITE
GILBEY'S UNIVERSAL.	DAWSON'S PERFECTION.	HEIDSIECK & Co. & F CANTORS
THOS DUNKIN'S.	UAM VAR.	LD. SICARD, BRETON & HOARD.
&c. &c. &c.	MATHER'S 3 Star. &c. &c. &c.	&c. &c. &c.

NEW ADVERTISEMENTS.

BOMBAY PHILHARMONIC SOCIETY.

First CONCERT of the Season

On THURSDAY, MARCH 14th, at 9-30.

FULL CHORUS and ORCHESTRA.

PARTICULARS LATER.

Box Office at Messrs. SOUNDY & Co.

THE COUNTESS OF DUFFERIN FUND.

THE BOMBAY MUNICIPAL UNION.

GRAND EVENING CONCERT

IN AID OF THE ABOVE FUND

Under the distinguished patronage of

HER EXCELLENCY LADY NORTHCOTE.

TOWN HALL

SATURDAY 16TH MARCH 1901. AT 9 P.M.

Plan now open at SOUNDY and Co., Ld.

Reserved Seats ..... Rs. 3.
Unreserved Seats ..... Rs. 2

For Programme see future Advertisements.

N. S. JAMSETJEE,
Honorary Secretary.

CONSIGNEES of Cargo arrived per S. S. OCEANIEN, from MARSEILLES, etc., are hereby informed that she has landed her Cargo in the Stream. All Claims for Damages, &c., must be sent in the Office within seven days after the discharge of Cargo, or before the goods are removed to the unclaimed warehouse from the landing shed, otherwise they will not be entertained. Goods on Survey will be attended to every morning.

C. RUINAT,
Agent.

Bombay, 6th March, 1901.

NOTICE TO CONTRACTORS.

TENDERS are invited by 1 o'clock on WEDNESDAY, the 13th March, 1901, for the CONSTRUCTION of BANGALOW, for the Commandant and Adjutant to H. E. the Governor's Body Guard on Malabar Hill. The value of the work is about Rs. 47,000.

Further particulars may be obtained at the office of the Undersigned.

K. G. DESAI, L. C. E.,
Executive Engineer, Presidency District.

Bombay, 1st March, 1901.

F. S. MADON AND CO.,

WHOLESALE AND RETAIL

CHEMISTS, DRUGGISTS,

AND

GENERAL MERCHANTS.

Up-Country Orders carefully and promptly executed.

☞ PLEASE NOTE:—For the Safe Delivery of Orders and Correspondence ADDRESS us as below, because there are others trading under the name of Madon.

F. S. MADON AND CO.,

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BOMBAY.

The

Comprehensive Criminal Digest,

1862—1899.

BY

CHUNILAL HARILAL VAKIL, B.A., LL.B.,

ONE OF THE BEST WORKS OF ITS SORT. It will find its way up to the front rank of books of this sort on its merits alone. For completeness of treatment it has no equal in the field. "Calcutta Weekly Notes". Considerable care has been used in arranging the various cases under their appropriate headings. We have nothing but praise for the work turned out by the author. "Indian Review Madras":—This book should prove a most useful companion. The laborious task undertaken by the author in compiling this work appears to us to have been excellently performed. "Bombay Gazette": It makes an era in the compilation of Criminal Digest in this country; will very likly supersede all those at present in the field. "Kayastha Samachar, Allahabad: It supplies a long felt want. It is an improvement in many respects over all the existing criminal digests and promises to supersede them all. Lawyer, Ahmedabad: The arrangement seems to be everything that is desirable. Madras Law Journal: It is superior in every respect to the existing criminal digests. Bombay Law Reporter.

PRICE Rs. 17. POSTAGE 6 ANNAS.

TO BE HAD

AT THE "BOMBAY GAZETTE" OFFICE.

"NEUBERG'S CHEROOTS."

NEW SHIPMENT OF

TRICHINOPOLY

CIGARS & CHEROOTS.

Well rolled and well flavoured they bear off the palm,

They soothe leisure moments and anger disarm,
From the crown of your hat to the soles of your boots
You feel that there's virtue in Neuberg's Cheroots."

Respectful attention is requested to present Stocks which are simply *unapproachable* as regards QUALITY and CONDITION.

Parcels for Friends at Home made up on Shortest possible Notice.

SPECIAL REGARD FOR

DUTIABLE WEIGHTS!!

FLOR DE JAVAS,

Not to be confounded with so-called JAVAS obtaining elsewhere. These are the ONLY ORIGINAL JAVAS.

FREE DRAUGHT,

SPLENDID CONDITION,

PUREST TOBACCO.

"TORPEDO SPECIALS,"
"PLANTERS,"
"GYMKHANAS,"
"KAISERS,"
"GOLCONDAS, BAHADURS,"
"U. S. REEDS,"

And all the present leading Indian Brands.

FOREIGN CIGARS.

"SPOTTED CABANAS,"

The Genuine Article. Very Choice.

REAL BURMAH CHEROOTS.

Direct from Burmah.
Very finest obtainable.

NEUBERG'S "CONDITIONERS"

for the

MONSOON,

Keeps Cigars, Cigarettes and Tobaccos in perfect condition.

J. NEUBERG,

51, ESPLANADE ROAD, BOMBAY.

SALES BY AUCTION.

MEHRJEE, JOHNSTON & COMPANY, No. 4, FORBES & MEDOWS STREETS, FORT.

STOCK-IN-TRADE OF GILT MOULDING FRAMES, CASES OF PANES OF GLASSES, PLATE GLASSES, &c.

By order of N. C. Macleod, Esq., Official Assignee, H. C., and in re Javerbhoy Jivraj Khoja, carried on business with Hajiabhoy Mulchand, under the name of Javerbhoy Nagji & Co., as glass and kerosene oil merchant, Messrs. MEHRJEE, JOHNSTON & Co. will sell by Public Auction on MONDAY, the 11th March, 1901, at 3-30 p.m., at the Insolvent's shop in Abdul Rehman Street, consisting of cases of panes of glass, sheet and plate glasses, bundles of gilt moulding frames, &c.

MEHRJEE, JOHNSTON & Co.

Bombay, March 6th 1901.

SPECIAL SHORT ADVERTISEMENTS.

The Scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1, each succeeding line, As. 8. No Trade Advertisements are admitted under this Scale.

CHRISTENING MUGS IN SILVER.—A large Stock of Designs to select from. Inscriptions neatly engraved.—MARCKS & Co., Ld., Bombay and Poona.

BROWN Leather Dressing for Boots and Shoes, Harness and Brown Leather of every description. Its constant use preserves the leather and at the same time imparts a brilliant gloss. Per bottle Ans. 10. Prepared by THOMSON and TAYLOR, 35, Esplanade Road, Bombay.

ASQUITH & LORD, Opposite Clock Tower.—Soft Matt Shirts, Colored and White, 6 for Rs. 24. Stiff Cuffs, White Dress Shirts, Extra Stiff Fronts, 6 for Rs. 30. Four-fold Linen Collars, all Shapes, Rs. 7-8 per doz. Fine Wool Sleeping Suits, Rs. 10-8.

PLOTS.—VACANT and with BUILDING. FOR SALE at Bombay and Bandra. Apply for particulars to Messrs RAGHUNATH and PAYNE, Civil Engineers, 9 Meadow Street.

A LADY WISHES TO RECOMMEND a School at Eastbourne. Large, well-appointed House in the best position near Beachy Head. Excellent Education. Every comfort and care taken of the pupils. Arrangements made to keep pupils during the holidays. Terms moderate. Prospectus and particulars at the Office, "BOMBAY GAZETTE."

100 RUPEES PRIZE.—Open to everybody, nothing to pay. Apply for terms to The SINGER MANUFACTURING Co., 5, Church Gate Street, Bombay.

WANTED, a first class BROKER or SALESMAN, for iron generally on commission and fixed pay. Only well qualified and influential men need apply to "METALS," care of this paper.

WANTED a QUALIFIED GOVERNESS able to Teach English and Gujerati up to Matriculation, Music lessons on Piano and Harmonium and well apt in embroidery as well as all sorts of tailoring works. Apply to RAO SAHEB VASSANJI TRICUMJI MULJI, J.P., Naupan Sea Road, with testimonials and certificate of character, &c., stating terms. Mahomedans need not apply.

WANTED FAMINE RELIEF OFFICERS, European or Native, to serve in Gujarat. Each would have to supervise village inspection and various relief operations in a given area. Qualifications required, not so much office training as activity, power to command obedience, integrity, intelligence and a human interest in the work. Pay from Rs. 100 to Rs. 300 according to qualifications. Applicants should state if they know the language —Apply COMMISSIONER, N. D. Ahmedabad.

TO BE LET.—3rd FLOOR of a newly built House, opposite Saluting Battery, at the Apollo Basin, open from all sides, nice Harbour view. Apply No. 21 and 21 A, Esplanade Road.

TO LET, at Matheran, a FURNISHED BUNGALOW. Apply to MUKHI KASSAMBHOY MOOSA, Manager to H. H. AGA KHAN'S Estate, Jail Road, Bombay.

TO LIBRARIES.—NOVELS of the latest Colonial Libraries' Series, slightly soiled, to be SOLD at 8 annas each. Apply "Q." care of "Bombay Gazette."

RUSTY KEYS: Have them nickel-plated by

THE BOMBAY ELECTRIC COMPANY, 9, Medows Street. Usual pocket-bunch sizes, As. 2 each.

FINEST VERY OLD SCOTCH WHISKEY from DANIEL CRAWFORD, 81 Queen's Street, Glasgow. This rare old Whiskey may be had from Messrs. FINLAY, MUIR & Co., Bombay.

MESSRS. OLIVER & Co.—Only Respectable and Trustworthy Servants, Clerks, Peons, &c., and Nurses, &c., of all denominations supplied. The original and only firm that supplies thoroughly efficient and reliable High Class Domestic Servants. Patronized by the Officers of the Services (Army and Navy), as well as the Leading Clubs and Hotels. Especially First Class Portuguese and Mahomedan Servants, for whom we guarantee and hold ourselves responsible. Highest reference given if required. Fee Rs. 2 each servant. No. 4, Church Gate Street, Fort, Bombay. N. B.—Beware of the so-called Registry Offices who work by assumed names.

GENUINE AMERICAN SNOWFLAKE OIL 150°, sold by STANDARD OIL Co., of New York, at their Godowns, at Mazagon, and by Messrs. Kemp and Co., Ld., Messrs. Phillips and Co., Ld., and Messrs. Currimbhai Hirji, at Rs. 5-12-2 per case, at Bombay; and by Mr. J. C. Bhut, at Rs. 5-11-2 per case, at Bandora.

FURNITURE.—Messrs. AHMED DEWJI and BROTHERS respectfully invite the Public to inspect their SHOW-ROOM in Chukla Street.

MANGALORE TILES of Morgan & Son, Alvares & Co. and other Manufacturers. For rates, &c., Apply STEFFENAUER & Co., 5, Church Gate Street, Fort, Bombay.

SAVING of 12½ per cent. by becoming an annual Member of RAJA DEEN DAYAL and SONS, Bombay Art Photographic Saloon, for the year 1901, simply by paying Rs. 5. For Tickets and further particulars please apply to the MANAGER.

"BAEL FRUIT PRESERVE," manufactured by THOMSON and TAYLOR, from fresh Selected Fruit. Invaluable for Diarrhœa. Per Jar Rs. 1-4, 35, Esplanade Road, Bombay.

OVERLAND SUMMARY, published Weekly on the Departure of English Mail, 28 pages of the "Pall Mall Budget" size, containing all the information of the previous week, carefully arranged. Army Orders, &c Indian subscription, Rs. 12 per years, free of Postage, English Subscription, Rs. 12 per year including Postage.

WM. HUTCHINSON and Co., East India Merchants and Agents, undertake all Agency business. 1, Trafalgar Building, Charing Cross, London.

WILL FORMS of DIFFERENT KINDS, Price 8 Annas. Can be had at the "Bombay Gazette" Office.

TO STAMP COLLECTORS.—OLD ENGLISH STAMPS of various kinds, either in a lot or separately. Fivepenny, Sixpenny, Eightpenny, Ninepenny, One shilling, Two shilling, and others. What offers? Apply "STAMPS," Care of this paper.

BOMBAY GAZETTE Bi-Weekly edition.—Issued on Wednesday and Saturday, giving all the News and Telegrams up to date. Subscription per Annum, Rs. 12; Half-yearly Rs. 6; Quarterly Rs. 3 to Subscribers in Bombay Rs. 15 to the Mofussil.

A BOON TO MEN & WOMEN.

ATANK-NIGRAH PILLS.—A successful remedy, based on most advanced and modern researches in the Ayurved, or Native Medical Science, for nervous diseases and physical debility, premature exhaustion and loss to vital energy with other allied affections.

A Pamphlet, containing Testimonials from Europeans, will be sent free of charge on application.

To be had of

VAIDYA SHASTRI MANISHANKAR GOVINDJI,

Atank-Nigrah Pharmacy,

KALKADEVI ROAD BOMBAY.

DON'T COUGH—USE
DON'T COUGH—USE
DON'T COUGH—USE
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DON'T COUGH—USE
DON'T COUGH—USE

There is absolutely no remedy so speedy and effectual. One Lozenge alone gives relief. Simple, but sure in action, they can be taken by the most delicate.

KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,
KEATING'S LOZENGES,

If you cannot sleep for coughing, one Keating's Lozenge will set you right. They at once check the cough and attack the cause. A sale for past 30 years (1899 sale was a record) proves this

UTTERLY UNRIVALLED,
UTTERLY UNRIVALLED,
UTTERLY UNRIVALLED,
UTTERLY UNRIVALLED,
UTTERLY UNRIVALLED,
UTTERLY UNRIVALLED.

Keating's Cough Lozenges, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES are sold in Bottles by all Chemists.

BEYOND ANY INTERFERENCE.

NO competition, however keen, can stop the onward rush of VAFIADIS and Co's Cigarettes. Many are the happening to some Cigarette makers that make alluring promises and have enticing pictures, but all of no avail for they fail to fulfil their promises.

VAFIADIS & CO'S CIGARETTES

have been on the market so long that they are everywhere received with full confidence and apparent enthusiasm. The fact that they continue to hold their high position and maintain their remarkable prestige is due solely to the INHERENT QUALITY OF THE CIGARETTE ITSELF.

Any number of Cigarette makers have exerted their might and money to displace Vafiadis Cigarettes from the great affections of the High lass Traders of India, the United Kingdom, the Continent and the Far East, and their other constituents throughout the Globe such as Clubs, Messes, Fashionable Hotels, Leading Stores and Tobacconists, but

NO CIGARETTE HAS SUCCEEDED.

On the contrary the SALE of their OWN CIGARETTES has been continually on the increase, for it does not confine itself to being patronised only by old friends, but is always sought for and holds new ones on its onward march.

TH. VAFIADIS & CO.,

20, ESPLANADE ROAD, BOMBAY,

SMOKE ONLY

LIVIERATO & CO.'S

HIGH CLASS EGYPTIAN CIGARETTES.

		Rs.	a.			Rs.	a.
General Kitchner	per 100	4	0	India	per 100	2	8
Sarah Bernhardt Gold Tipped	„	4	0	Extra No. 1	„	2	4
Queen Olga extra „ „	„	4	0	Extra No. 2 Gold tipped	„	2	0
Imperial	„	4	0	Extra No. 2	„	1	12
Star	„	3	0	Extra No. 3	„	1	8
Aromatic	„	2	12	Extra popular	„	1	0
Queen Olga Gold tipped No. 1	„	2	8				

SPECIAL TERMS TO CLUBS, MESSES AND THE TRADE.

SOLD EVERYWHERE.

FRESH CONSIGNMENTS BY EVERY MAIL.

LIVIERATO & CO.,

75, APOLLO STREET, FORT, BOMBAY.

THE

PASTEUR GERM FILTER.

A Simple and Effective Precaution against Enteric (Typhoid) Fever, Cholera, Dysentery, and all Diseases communicated through Water.

THE PASTEUR FILTER.

M. PASTEUR states that he has authorized the association of his name with this Filter, invented and tested in his laboratory, because of his knowledge of its scientific and sanitary value; but that such association with any other filter is simply an abuse of his name, made without his authority and against his wish.

SOLE AGENTS for INDIA:—HEATLY & GRESHAM, Ld., Engineers, CALCUTTA.

BOMBAY AGENTS:—H. S. SMITH & CO., BAKEHOUSE LANE.

10 FIRST CLASS AND GOLD MEDALS AWARDED FOR

MINTON'S TILES.

By Special Appointment to Her Majesty The Queen-Empress.

By Special Appointmen to H.R.H. The Prince of Wales.

SEND FOR OUR ILLUSTRATED CATALOGUES.

Estimates given and Special Designs furnished for all kinds of High-Class Tile Work for Internal or External Decoration.

FAIENCE AND MOSAIC WORK A SPECIALITY.

Telegraphic Address: "ASTRA," STOKE-ON-TRENT. Telephone, 2097. A.B.C. CODE USED.

LONDON HOUSE AND SHOW ROOMS:

MINTON & CO., 50, CONDUIT STREET, REGENT STREET, W.

MANUFACTORY:

MINTON, HOLLINS & CO., PATENT TILE WORKS, STOKE-ON-TRENT.

WINES, SPIRITS, BEERS, &c.

NOTICE.

MARTELLS *** BRANDY (Silver Label) at Rs. 52 Per Doz., is equal to many higher priced Liqueur Brandies,

AGENT

B. SMYTH & CO., LIMITED,

2, ESPLANADE, BOMBAY.

(Special Rates to Hospitals, Clubs and Messes.

HUNTLY & CLUB

BLEND WHISKIES.

FIRST CLASS BRANDS,

MODERATELY PRICED.

Of all Dealers, or of,

ALDRIDGE, SALMON & Co., LD., BOMBAY.

SOLE AGENTS.

THE NEW IMPROVED CELESTINA [illegible] Cooking Stoves [illegible] Oil Stoves [illegible] Lamps [illegible] Lanterns

NOTICES.

ROYAL BOMBAY YACHT CLUB.

THE HALF-YEARLY GENERAL MEETING will be held at the CLUB HOUSE, on WEDNESDAY, the 6th March, 1901, at 5 P.M.

BOMBAY HORSE AND DOG SHOW.

THE POSTPONED SHOW will be held on the 13th and 14th MARCH. FIRST ENTRY CLOSES on the 5th March. Final Entry, 8th March. Prospectus on application to

D. LINDSAY,
Honorary Secretary and Treasurer.

Old Secretariat, Bombay.

BOMBAY, BARODA AND CENTRAL INDIA RAILWAY.

LCCOMOTIVE AND CARRIAGE DEPARTMENT.

TEAK TIMBER.

THE AGENT is prepared to receive TENDERS to be delivered in his office upto NOON on FRIDAY the 8th March, 1901, for the SUPPLY of 1,000 tons or more BURMAH TEAK TIMBER, immediate supply.

Alternative tenders should be submitted quoting rates for delivery at Parel and at this company's stone yard, Colaba. Form of tender and specifications of the timber required can be obtained on application to Undersigned.

Tenders should be sealed and marked Tenders for teak timber.

The Agent does not bind himself to accept the lowest or any tender.

E. S. LUARD,
Locn. & Carr. Superintendent.

Parel Works, 1st March, 1901.

COMMERCIAL BANK OF INDIA, LIMITED.

Issue of Rs. 20,00,000 6 % Preference Shares.

APPLICATIONS for the Shares are now being received and Registered at the Head Office, Branches, and Agencies. THE LIST of SHARES reserved for Shareholders being closed, a limited number is now available to the general public.

TERMS OF ISSUE.

Rs. 20 on application, Rs. 30 on allotment, and Rs 50 on 21st March, 1901.

Interest will be paid at the rate of 6 per cent. on all payments from date of Deposit to 31st of March 1901, from which date the Preference Shares will rank for Dividend.

Application Forms may be obtained at the Head Office or any of the Branches or Agencies.

By Order of the Board.

REG. MURRAY,
Chief Manager.

Calcutta, 31st December, 1900.

HORSE'S FOOD

At Rs. 5 per cwt.

GANGJI PADAMSEY,

Grain Merchant and Horses' Food Supplier in fall parts of India.

CRUSHED FOOD, Gram, Barley, Oats, Bran, &c., Crushed or Uncrushed, can be had here at Moderate Prices. (Received large stock from Up-country.)

DANNA BUNDER, ARGYLE ROAD, No. 2, BOMBAY.

WANTED.

MADRAS RAILWAY COMPANY.

ASSISTANT LOCOMOTIVE SUPERINTENDENT WANTED.

WANTED, for the Madras Railway about April next, an ASSISTANT LOCOMOTIVE SUPERINTENDENT. Second Grade. On a Salary of Rs. 550 to Rs. 650. The applicant must have had a thorough training as a Mechanical Engineer in an English Railway or other Works and must further have had experience in India of both Workshop and District Work and be competent to act as Works Manager or as District Locomotive Superintendent as required. The age of the applicant should not exceed 35. Applications should be sent to the Undersigned.

LOUIS S. MOSS,
Agent and Manager.

Madras, 14th February, 1901.

BANKS.

THE COMMERCIAL BANK OF INDIA, LIMITED.

HEAD OFFICE:—CALCUTTA.

BRANCHES:—BOMBAY, KARACHI, LAHORE LONDON, MADRAS, RANGOON AND RAWAL PINDEE.

SUB-BRANCHES:—MURREE, (April to October) and AMRITSAR.

DEPOSIT AGENCIES:—

Messrs. SINCLAIR MURRAY & Co.—Narayangunj.
Messrs. SCHROEDER SMIDT & Co.—Digha Ghat, Dinapur, Patna
Mr. GILBERT FINLAYSON—Sewan, Banktpore & Chapra.
H. FREDERICHSON, Esq.—Raj Nandgaon (Raipur, C. P.
Messrs. LALLAS GUNGARAM CHOONEELAL—Mhow and Indore.
MOOCHOOL SHAH, Esq.—Poona.
MANEKLAL JEYSINGBHAI HATHEESING, Esq.—Ahmedabad.
Messrs. CHUNIBHAI DAYABHAI VAKILNAH & Co.—Surat
Messrs. JARDINE ROY & Co.,—Barissal.

CAPITAL PAID UP—Rs. 40,00,000.

RATES OF INTEREST allowed are as under—

STERLING DEPOSIT ACCOUNTS for home remittances 4 per cent. per annum.

FIXED DEPOSITS:—

9 to 12 months, 5 per cent. per annum.
2 years at 5½ per cent. per annum.

The Bank will also at the Head Office or at any of the Branches in India, transfer sums for DEPOSIT in London, carrying interest from date of transfer in India.

Special Rates are given for SHORT PERIOD DEPOSITS, which may be learnt on application.

Sums as small as Rs. 10 are received into the Bank's PRUDENTIAL FUND, bearing half-yearly compound interest at 5 per cent. per annum.

Cheques, Bills, Handies and Currency Notes of any Circle are collected and credited free of charge in the above INTEREST DEPOSIT ACCOUNTS.

CURRENT ACCOUNTS receive 3 per cent. per annum upon the daily balances.

Apply for RULES to HEAD OFFICE or BRANCHES.

By Order of the Board,
F. D. STRANACK,
Manager.

Oriental Buildings Bombay, 1st May, 1900.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED CAPITAL.....£1,125,000
PAID-UP CAPITAL.....£562,5000
RESERVE LIABILITY OF SHAREHOLDERS.....£562,500

HEAD OFFICE:

40, Threadneedle Street, London, E. C.

LONDON BANKERS:

The Bank of England,
The London Joint Stock Bank.

BRANCHES AND AGENCIES:

BOMBAY, CALCUTTA, MADRAS, KURRACHEE COLOMBO, KANDY, GALLE, SINGAPORE, HONG-KONG, and SHANGHAI.

The Bank negotiates and collects Bills and grants Drafts payable at its Head Office and Branches, and issues Letters of Credit for the use of Travellers.

The Bank receives Deposits on the following terms:—

CURRENT DEPOSIT ACCOUNTS.

Interest allowed at 2 per cent. on the daily balance if not under Rs. 1,000 and not exceeding Rs. 1,00,000. Sums over Rs 1,00,000 will be received on terms to be ascertained on application.

FIXED DEPOSITS.

Rates for Fixed deposits for 12 months and shorter periods to be ascertained on application.

The Bank undertakes the purchase and sale of Government Securities, Stocks and Shares, and receives same for safe custody, realising interest and dividends when due.

JAMES MURDOCH,
Manager.

16, Esplanade Road, Bombay.

INDIAN INDUSTRY:

Being a Reprint of two Letters to the "Bombay Gazette

And a Lecture by

BEAUCLERK.

Price 8 Annas.

CAN BE HAD AT

THE OFFICE OF THE "BOMBAY GAZETTE," Messrs. THACKER and Co., Ld., Bombay. Messrs. THACKER, SPINK and Co., Calcutta. Messrs HIGGINBOTHAM and Co., Madras.

COMMERCIAL INTELLIGENCE

TUESDAY EVENING, MARCH 5.

2 3-4 per cent. Consols	£ 97 1-2 = —1-16
3 per cent. Rentes	£102 1-4 = unchanged
3 1-2 per cent. Sterling Loan	£108 1-2 = ,,
3 1-2 per cent. Govt. Securities	£ 93 1-2 = ,,
Bar Silver in London	28 1-2 = ,,
Do at New York	61 1-4 = ,,
Exchange on London at Paris	25·20 = —2
Do in New York	4·87 3-8 = unchanged.
Discount Bank of England	4 p. c. = ,,
,, Short London Bills	3 5-8 p. c. = —1-4 p. c.
,, Indian Bank Bills	3 5-8 p. c. = —1-8 ,,

Amount paid into the Bank of England £175,000.

SEEDS.—Unchanged.

Arrivals.—Croydon and Braunfels,

EXCHANGE.

The market opened this morning quiet with only one seller of Bank Telegraphic at 1s. 3 31-32d. and 1s. 4d. for demand for all March at which rates a fair amount was taken, principally by the Bazaar when the seller withdrew. Soon afterwards, however, another came out at 1s. 4d. for demand delivery up to 23rd March at which rate the Bazaar again bought, but before the close this also was withdrawn.

The rate for ready credits was also easier and though 1s. 4 7-32d. was generally quoted at the opening, it soon came down to 1s. 4 3-16d. at which most Banks were willing to buy, a very limited number of bills being placed. In the meantime this latter rate is offered for forward delivery, with sellers on the look out for a lower rate.

The following are closing quotations:—

Bank Telegraphic Transfer	1s. 3 15-16d.
,, Demand	1s. 3 31-32d.
3 Months' Sight Credits	1s. 4 3-16d.
,, Francs	170 1-4d.
Shanghai, 30 days' sight	100
Hongkong ,,	146 1-2
Japan ,,	147 1-2

GOVERNMENT PAPER.

The Market opened weak with many sellers at Rs 94-14 ready and Rs. 95-2 for next account, and during the day rates declined four annas closing steady at Rs. 94-10 ready and Rs. 94-14 forward.

STOCKS AND SHARES,

Market closed for Holi holidays.

MONEY.

The market is easier and nothing better than 70 per cent. per annum is offered for short deposits of one or two months.

The Bank of Bombay's cash balance is down 43 lacs.

The following is the statement of the affairs of the Bank of Bombay for the week ended 2nd March, as compared with the statement of the 23rd February:—

LIABILITIES.	Feb. 23. Rs.	March 2. Rs.
Capital	1,00,00,000	1,00,00,000
Reserve Fund	70,00,000	70,00,000
Other Deposits	4,84,70,646	4,59,76,237
Post Bills	15,812	16,508
Credits undrawn	19,23,146	17,94,586
	Rs... 7,79,08,778	7,49,18,988
ASSETS.		
Government Securities	72,79,153	80,47,684
Other authorised Securities	11,46,273	11,64,650
Credits, on Govt. and other authorised Securities	70,38,570	65,72,962
Loans do. do. do.	2,74,75,618	2,40,58,191
Bills Discounted and purchased	1,81,82,791	1,86,73,017
Dead Stock	3,73,775	3,73,725
Stamps and Stationery	27,038	27,045
Balances with other Banks	2,29,435	1,27,956
Cash	1,58,56,177	1,58,13,751
	Rs... 7,79,08,778	7,49,18,988

FREIGHTS.

The Southport is reported taken up by Native Charters at 14s. for two picked ports for March April.

In the Stanley Hall ready lots have been booked at 15s. and 16s. has been paid for Cotton in the Acodbridge. For Antwerp and Dunkirk 13s. 6d. was paid.

The market closes quiet with very little doing.

COALS.

Ali we hear of is a lot of 900 Tons Bird's Navigation, the last ex-Cyprus at Rs. 11-4.

WHEAT AND SEEDS.

To-day being the burra day of the Holi holidays the markets are closed.

COTTON.

The decline in the home markets, with heavy receipts locally and a comparative absence of demand from either exporters or local mills caused a substantial decline and holders of ready cotton were eager sellers while forward rates were also much lower. The business reported in ready cotton was small as buyers were not to be tempted. At the close the following were about the rates with little business doing.—

Good U. G. Broach	Rs. 216-7 15-25 March
F. G. Bengal	Rs. 160
Good Bhownugger	Rs. 172 15-25 May
F.G. U.G. Khandeish	Rs. 166-167 15-25 March

The Liverpool Cotton market closed quiet. Surats easier. Manchester was quiet. Total sales 10,000 bales. Sold on speculation and for export 500 bales. Surats 50 bales. Imports 9,000 bales. Spot 5 4-32 = —1-32. Egyptian Fair Brown 7 1-4 = —1-16. Arrivals closed dull.

Mar.	Mar.-Apl.	June-July.
4·03	4·03	4·61
6·04	5·64	5·64

IN NEW YORK—	
Receipts at the Ports	25,000 bales.
Do last year	31,000 ,,
Exports to Great Britain	6,000 ,,
Exports to Continent	19,000 ,,
Mid-Uplands	9 1-16 = —1-8
Futures, month of June	8·02 = —19
Do. do. Sept.	7·96 = —12

With the slump in prices in both markets on the other side our market is demoralised with sellers eagerly pressing sales while buyers, having no confidence in the market are holding off. Rates have in consequence declined materially and are quoted about as follows:—

	Good.	F.-G.	Fine.	
Broach	210,7	...	227,8	March
,,	209	...	220	April
Bhownugger	175	187	204	
Khandeish	...	166	...	March
,,	...	171	...	May

G. I. P. R. COMPANY.

The following is the comperative statement of Traffi Earnings for the week ending 23rd February, 1901.

	Coaching Traffic.	Goods Traffic.	Sundry Receipts.	Total for the week.
Approximate earnings for week ending 23rd Feb 1901—	Rs.	Rs.	Rs.	Rs.
G I P R system	1,56,648	7,34,373	3,444	9,34,465
I M R do	56,100	1,76,400	7,400	2,40,400
Total	2,52,748	9,11,273	10,844	11,74,865
Actuals for corresponding week ending 24th Feb 1900—				
G I P R system	1,91,532	5,32,249	7,181	7,33,965
I M R do	50,610	2,03,152	9,213	2,62,975
Total	2,45,142	7,35,401	16,397	9,96,940
Increase or (G I P R	+2,116	+2,02,124	—3,749	+2,00,500
Decrease (I M R	+5,490	+27,36	—1,813	—22,575

ALL SAINTS' NURSING FUND.

I have to acknowledge receipt of the following donation to the above Fund:—

Regd. Gilbert Esq. ..... Rs. 50

FRANK M. FLOWER, Hon. Treasurer,
All Saints' Nursing Fund,
Sir Jamsetjee Jeejeebhoy Hospital.

Further donations will be gratefully accepted, the Fund being much in need of support.

Bombay 5th March 1901.

DIVINE SERVICE.

Wednesday, March 6.

SAINT THOMAS' CATHEDRAL.

6 p.m.—Litany and Sermon by the Rev C F W Hatchell Chaplain of Byculla.

MISSION CHURCH, GIRGAUM.

6 p.m.—Evening Prayer and address by Rev C W Thorne.

FLORILINE.—FOR THE TEETH AND BREATH. A few drops of the liquid "Floriline" sprinkled on a wet toothbrush produce a pleasant lather, which thoroughly cleanses the teeth from all parasites or impurities, hardens the gums, prevents tartar, stops decay, gives to the teeth a peculiar pearly whiteness and a delightful fragrance to the breath. It removes all unpleasant odour arising from decayed teeth or tobacco smoke. The Fragrant "Floriline" being composed in part of honey and sweet herbs is delicious to the taste and the greatest toilet discovery of the age. Price 2s. 6d. of all Chemists and Perfumers, Wholesale Depot, 18, Farringdon Road, London, England.

BOMBAY.

TO-DAY.

Sun rises, 6h. 16m. Sun sets, 6h. 7m. High water 0-7a. Low water, 5-48m., 5-43a.
Municipal Standing Committee, 3-30 p.m.
Bombay Telephone Company, Limited, 2-30 p.m.
Bombay Ice Manufacturing Company, Hummum Street, 3 p.m.
Bombay Chamber of Commerce Annual General Meeting, 4 p.m.
Royal Bombay Yacht Club, half yearly General Meeting 6 p.m.
B. V. A. Camp, Soldiers' Guest night.

POSTAL NOTICE.—Mails for Ceylon, Singapore, China, Japan and Australia per s. s. Oceanien will be closed at the General Post Office at 7 a. m. tomorrow.

AIYAR'S NIGHT SCHOOL OF COMMERCE.—His Highness the Gaekwar of Baroda has granted a donation of two hundred and fifty rupees towards the purchase of Commercial books for the library of Aiyar's Night School of Commerce, Girgaum, Bombay. Two students of the school are in receipt of Scholarships from the Baroda State.

DHUNJEEBHOY EDALJEE ALLBLESS CHARITABLE DISPENSARY.—At this dispensary, which is under the management of the Trustees of the Fund for Erecting Cheap residencies for Poor Parsees, the total number of patients treated during the month of February 1901 was 231 of which there were 65 males, 149 females and 82 children.

FATAL FALL OF A BALCONY.—Mr. P. Byrne, the Coroner, held an inquiry yesterday at the Goculdas Tejpal Hospital, regarding the death of Abdool Hoosein Alibhoy, a Borah, aged twenty-five years. The deceased was a cook and lived on the fourth floor of a house in Abdool Rahiman Street. About 9 o'clock on Monday night Abdool served a tenant named Jinaji Shamsoodin, who resides in the same house with some food and then went up into the cook room on the fifth storey. A few minutes after an alarm was raised that some one had fallen down from the house and on Jinaji's running downstairs to see what had happened, he found deceased lying on his face in the gutter, just under the balcony at the rear of the house. He was picked up unconscious and taken to the Goculdas Tejpal Hospital, where he died next morning, the cause of death being due to fracture of the skull. Deceased was said to be of a cheerful disposition and no reason could be ascribed for his committing suicide. He sometimes used to sleep on the balcony of the house. The jury returned a verdict of accidental death.

DANGER OF SLEEPING ON THE ROAD.—An inquiry was held yesterday morning at the Hindu Burial ground at Sonapore on the body of Luximon Vishnoo, a Hindu lad, aged seven years, son of a tailor, who lives in the 4th lane Khetwady. One night about a fortnight ago the father and son were sleeping together in the street in front of their house with their heads towards the centre of the road, their feet touching the gutter. At 11 p. m. the father was aroused by the wheel of a horse ghurry passing over his chest. For a moment he was rendered speechless, but on coming to himself, he saw his son sitting upon the road and bleeding from a wound on the top of his head. The boy did not know how the wound had been caused. The father did not think the injury was serious and treated the deceased at home with household remedies. The wound healed up and the boy was doing well until about four days ago, when fever set in, which continued with increasing severity and the lad died on Monday evening. A verdict of accidental death was returned by the jury.

SAN FRANCISCO OVERLAND ROUTE.—The Pacific Mail Occidental and Oriental and Toyo Kisen Kaisha S. S. Companies have made it an easy matter to travel from Hong Kong, every nine days, to San Francisco, calling at Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu and are putting on, next June, two new steamers running 18 knots. Liberal concessions are made to travellers by this route. They can break the journey at any port on call, for nine or forty days, resuming the transit when ever they like on the same ticket without extra expense. The Central Pacific, Union Pacific and Chicago & North Western Railways take them from San Francisco across the American Continent in 4 days in all the luxury that the railways alone afford. Mr. T. D. McKay, General Passenger Agent, is now in Bombay for the purpose of making the route more widely known. They provide a fleet of nine magnificent vessels, which secure rapidity and regularity of transit and sail every nine days. Tourists from India have an opportunity of doing the journey in comfort and luxury—not hitherto enjoyed. The advertisement of the San Francisco Overland Route is published in the front page of to-day's paper.

TRESPASS IN A PRIVATE BURIAL PLACE.

AT the Esplanade Police Court, yesterday, Mr. T.M. Kajiji, barrister-at-law, appeared before Mr. P. H. Dastur, and laid an information, on behalf of his client Mr. Abdulkarim Mahomedali Kajiji, against Imam Shaik Mamu, Mahomedali Jafferjee Sodagar, Sulmanjee Jafferjee Sodagar, Noorbhoy Thaverbhoy Chukki, Karimbhai Ibrahim Tajani, Shaik Mahomedali Alibhai Muchwa, and Shaik Hakimjee Alibhoy Boolvala, charging the latter seven persons, under sections 297 and 441 of the Indian Penal Code, with trespassing on a private burial place, with criminal trespass, and with abetting one another in the commission of the offences. In his information, the informant stated that he is a partner in the firm of Messrs. Kurwa and Kajiji, carrying on business at Abdul Rahman Street. He and other members of his family are owners of a plot of ground, built round with a parapet wall, and used as a family burial place in the Dawoodi Borah burial ground opposite Chorney Road railway station. On Saturday the 2nd inst., about 5-15 p.m., on receiving certain information, the informant went with his moonim, Mr. Abdul Rahman, to the burial ground in question, where, to his surprise and horror, he found, without his authority and permission, a grave already dug in their private burial place. In a few minutes, the corpse came up attended by about sixty persons, including the seven accused. Informant remonstrated with them, telling them they were trespassers on private property, but without listening to him, they came up to the grave, removed him forcibly from across the grave, where he had taken his stand, used abusive and threatening language, and lowered the corpse into the grave, in spite of his repeated protests. He strongly protested with the two Shaiks also, telling them that they must not give permission to lower the corpse into the grave, but notwithstanding his remonstrances, they gave permission and performed the requisite ceremony.

The magistrate on looking at the information, granted summonses against the accused persons returnable on Wednesday the 13th inst.

"JEHANGIR THE MAGNIFICENT."

THE Traffic Manager of the B. B. & C. I. Railway has arranged to run the usual last train to Bandra from Church Gate as far as Andheri at 15 minutes past midnight" on the nights of the 7th 8th and 11th instant, to enable any suburban residents attending the performance of "Jehangir the Magnificent" to witness the end of the play.

THE CITY MORTALITY.

THE Municipal Office returns for the twenty-four hours ending at 6 a.m., yesterday, give the following results:—

Wards.	Plague. Attacks.	Deaths.	Deaths from all Causes.
A Upper, Middle and Lower Colaba, Fort Northern Fort Southern and Esplanade	13	6	13
B Mandvi Chuckla, Umarkhadi and Dongri	32	25	58
C Market, Dhobi Talao, Fanaswady, Bhuleshwar, Khara Talao and Khumbharwada	70	33	93
D Khotwadi, Girgaum, Chowpati, Walkeshwar and Malabarhill	30	18	36
E Mazagon, Tarwadi, 2nd Naupada, Kamatipura, Tardeo, Byculla and 1st Naupada	49	42	85
F Parel, Sewri and Sion	30	10	25
G Mahim and Worli	14	7	24
Water Division	0	0	0
Non-Resident and Unknown	0	0	0
Hospitals	0	27	58
Total	238	173	372
Total plague deaths to date	87,608	72,841	
Same date last year	103	100	363

MORTALITY OF THE WEEK.

THE total number of deaths registered in Bombay during the week ending yesterday was 2,615 as against 2,495 during the previous week. Of the total number 1,080 died from plague and 12 from cholera, the figures for the preceding week being 1,118 and 6 respectively. The total mortality of the corresponding period of the last year was 2,635, while that of plague was 700.

THE COLLISION IN THE HARBOUR.

MARINE COURT OF INQUIRY.

YESTERDAY'S PROCEEDINGS.

A MARINE COURT of Inquiry was held at the Esplanade Police Court, yesterday, under the Presidency of Mr. J. Sanders-Slater, Chief Presidency Magistrate, to inquire into the circumstances attending the collision between the British Steamer Daghistan and the s.s. Setos on the 14th ultimo. The former vessel belonged to the Hindustan Co., while the latter belonged to the German East Africa Company. Captain F. E. Hardcastle, Marine Surveyor, Captain J. Parfitt, of the P. & O. s.s. Arabia and Mr. R. Walton, First Grade Pilot, were appointed members of the Court of Inquiry. Mr. E. F. Nicholson appeared on behalf of the Government. Mr. Smetham, of Messrs. Smetham, Bland and Noble appeared for the officers and owners of the s.s. Daghistan, Mr. Bland, solicitor, appeared for Mr. Vaughan, the Pilot of the s.s. Daghistan. Mr. Bayley, solicitor, of Messrs. Crawford & Co., appeared for the officers and owners of the s.s. Setos and Mr. Radford Young, barrister-at-law, was for Mr. Duff Blair, Pilot of the steamer Setos.

Captain Kopplstatter, master of the s. s. Setos further examined by Mr. Nicholson, said that the registered tonnage of the steamer according to the English measurement was 1,245 net. Her length was 276 feet, and the certificate of classification was granted in Bombay. The rough log book was written up on the morning of the 15th of February last by the Chief Officer, while the witness was present. The pilot's report of the accident was signed by the witness. It was the only document shown to the witness. Witness was sure that no other paper was shown to him. Witness showed signals of distress within five minutes of the collison. He fired a rocket and showed signals. The collison took place between 7-10 and 7-20 p.m.

EVIDENCE OF THE PILOT OF DAGHISTAN.

Mr. William Vaughan, pilot of the steamer Daghistan, examined by Mr. Nicholson, said that he was a first grade pilot of the Bombay Port Trust. The certificate was granted under the Bombay Port Trust Act. He had been a pilot since 1889 and before that he was on probation. He also held a certificate of competency as first mate. On the 14th February last, he took over charge of the s. s. Daghistan inside the entrance of the Prince's Dock. He went on board at about 6-20 p. m. They got clear of the gate at 6-40. Everything was clear as far as the Cross Island. The weather was slightly hazy. He passed to the north of the North Channel beacon. He passed an oil tank steamer on his port side. There was only one oil tank steamer in the harbour then. He steered various courses until he got within a mile or half a mile of the Middle Ground. There were several "dhows" and consequently he had to alter the course from time to time. The engines were going full speed. She was going about six or seven knots. The tide at the time had no effect upon the ship's course. It was usual to take the ships out to go to the east of the shipping. Witness saw red lights of the approaching steamer Setos. She was at the time at a distance of about three quarters of a mile. All the officers were at their proper stations and on the alert. The Captain was in the chart room, and third officer was at the telegraph. The course of the steamer was changed to give more room to the approaching steamer Setos. Immediately the helm was put over, the look out men reported a green light on the coming steamer. Before the report was made witness did not see the green light. After the report was made witness put on his glasses and saw the green light. Red light was not seen then. The s.s. Setos was about half a mile at the time. After describing the course of his ship, witness said that there were two blasts of the whistle to indicate that he had altered the course. When he starboarded his helm, they were two or three ship lengths from the other vessel. He stopped the engines and went full speed astern. As the telegraph rang, the Captain came on the bridge. He told him to blow three blasts of the whistle. There was a collision afterwards and s. s. Daghistan struck the steamer Setos on the starboard side. After the collision the Captain gave the order to stop the engine. The pilot on board the Setos told him to go astern, and he did so. At the time Captain Littlehales said "Be careful, we don't want any more collisions." After the collision, his boats were lowered, and sent to the s. s. Setos to give assistance. Captain Littlehales went over to the Setos afterwards. Witness did not go. It was about 7 p. m. when the collison took place.

ALLEGED MISTAKES BY THE S. S. SETOS.

Witness ascribed the collision to the Setos crossing him from the port to the starboard. The mistake on board the Setos was starboarding the helm when red light was three-fourths of a point on the witness's port bow. The Setos would have passed to the eastward of them, and taken up her anchorage.

Examined by Mr. Smetham the witness said that after clearing the buoys of the P. and O. Company, his course first was approximately south, and after clearing the dhows when he got a little further down the harbour his course was about south by west, three quarters west. When he left the dock the lights on the s. s. Daghistan were burning bright, and the compasses were correct. In the opinion of the witness the collision was not brought about by the act of any person on board the s.s. Daghistan.

In examination by Mr. Bayley witness said that he was degraded for two months in consequence of an accident. The allegation made against him was that he was intoxicated at the time of the accident. He was not degraded in consequence of that allegation. He was degraded on account of the steamer having struck the dock wall. He had not passed the oil tank steamer before he sighted the Setos. Outgoing ships did not generally pass outside the bulk of ships. It was about twelve minutes after they left the dock when the Captain left him. Witness saw him again when he rang the telegraph "full speed astern." It was very often the case that the Captain left him alone with an inferior officer when going out of the harbour. Witness did not remember a single Captain of the P. & O. Company, leaving him alone this way. He knew that the Setos was coming in the harbour. Subsequently he knew that she was going up the quarantine ground where she would cast anchor. Vessels coming from Africa were first generally anchored between the Middle Ground and the Cross Islands.

In answer to Mr. Young, witness said that as far as he could possibly judge, the collision took place about eight minutes after they sighted the lights of Setos. The Captain had just gone to the chart room at the time. Steamers coming in took the eastern channel and those going out took the western channel. The third and fourth officers were on the bridge the whole time. Witness was quite sober that evening.

Examined by Mr. Bland, witness said that it was five years ago that he was degraded. The allegation of drunkenness at the time against him was not proved. He never had any other accident to speak of in the Bombay harbour, except the time when he ran into the dock wall, which was in 1896. Witness had been taking ships in and out of the harbour since that accident.

EVIDENCE OF THE PILOT OF THE SETOS.

Mr. Thomas Duff Blair, pilot of the s. s. Setos, examined by Mr. Nicholson, said that he held a second grade license as pilot, granted by the Bombay Port Trust. His original appointment as pilot was in 1892. About three years ago he was reduced to third grade for about two months. Since then he had been continually second grade pilot. He also held a certificate of competency as master of foreign going steamships. On the 14th of February last he boarded the s. s. Setos at about 5-30 p. m. to bring her into port. The Captain and one or two officers were on the bridge when he took charge. He proceeded into the harbour at full speed. About half-way between the Sunk Rock and the Middle Ground they passed the French mail steamer on their port side. At that time their lights were burning fairly well. They had also medical lights. Some time after passing the French mail steamer, he noticed the lights of another steamer. He saw the single red light first. He also noticed mast-head and other red lights, and he anticipated it to be the lights of an out-coming steamer. He saw the Middle Ground when he observed the approaching steamer's red lights. The engines were at half speed before, and he put them to slow on seeing the steamer's red lights. He meant to bring the Setos to anchor as near the Ballard Pier as possible. He estimated the approaching steamer as being something over a mile in distance, when he first saw her light. He went slow about a minute after he saw the lights. He did nothing else and considered the position of the two vessels. It was the rule in the Bombay harbour to pass from port to port, but it was not invariably observed. Bombay harbour was a narrow channel, and in his opinion the rule ought to be observed. When he saw the red and mast-head lights on his starboard bow, he was in doubt whether she was going down the harbour or going to anchor. He therefore, stopped his engines. Before he stopped the engines he made no alteration in the course. About five minutes after he stopped the engines he saw the other vessel's red light disappear and the green light come into view. Afterwards he put the helm hard a starboard, gave two blasts with the whistle, and put the engines slow ahead. His orders about helm, whistle and telegraph were properly attended to. After he blew the whistle, the other whistle answered with two blasts. He gave them two blasts again. Subsequently he stopped the engines. The vessels were then half a mile afar. When they were nine hundred feet apart, he saw two lights, and found that they were in a difficult position. After describing the further course of the vessel, witness said that when the collision took place he stopped his engines. Then he shouted to the pilot of the other ship to back which he did. About three to five minutes later the Captain reported to him that the Chief Engineer had informed him that the engine room was full of water. Then witness said that the boats should be lowered, and rockets should be fired, which was done. They proceeded to land the passengers at once. The idea struck the witness and the Captain at the same time. Subsequently the crew were taken off. Pumping was attempted, but was futile. About 2-30 a.m. on the 15th of February the ship took the ground, when he left the ship. Witness thought everything possible was done by the Port authorities and everybody concerned to save the ship. He wrote a report of the collision. He had also supplied a detailed report of the collision. When he wrote the report, he was still on board the sinking ship, and really did not know what he had written. When he wrote that he saw a red light on his port bow he must have referred to the light of the French mail steamer. In his opinion the cause of the accident was that Daghistan after showing green to green two ships' lengths off, when they should have gone clear by porting her helm, or some other manoeuver ran into the s. s. Setos. As far as he was aware he was showing green light to the s. s. Daghistan the whole time. As far as he could see, officers and crew of the s. s. Setos carried out their duties properly. After the accident everything was done in an orderly manner.

Examined by Mr. Bayley, witness said that grade in pilots was a question of seniority. There were three grades of pilots. Third grade pilots also took the ship out of the harbour. Under the ordinary rule Bombay harbour was a narrow channel.

Examined by Mr. Smetham, the witness said that he used the inner channel. He wrote the report of the collision at 9-30 p.m. on the 14th of February last on board the Setos. It was handed over to his superior next morning at a quarter to three. He did not read over the report. There were three reasons for not passing the Daghistan red to red. The first was that she might have been going to anchor for papers; secondly, she might have elected to take the outside channel; and thirdly she might have taken the inner channel. If she had been going to anchor for papers, both the ships might have passed one another port to port.

Examined by Mr. Bland, witness said that he had neither taken a vessel in or out since the accident. He was degraded for mooring a ship at night, touching another ship's cable, and knocking a rivet out of her bows.

Examined by Mr. Young witness said that he had not been suspended since the collision. He had not taken a vessel either in or out of the harbour since the accident, because he was on leave. He had been in command of vessels also. The night on the 14th of February was fairly clear. Search lights would have been visible two to three miles on that night. He had instructed the Government solicitor about this matter under the orders of his superiors. It struck him that the course the Daghistan was taking was an unusual one when going out of the harbour. The principal reason of his stopping was the fact that he had to keep out of the way.

At this stage further inquiry was adjourned till eleven o'clock this morning.

PROFESSOR JACKSON IN BOMBAY.

ABOUT 8 o'clock on Monday morning, Professor Jackson of America, accompanied by his nephew and Shums-ul-Ulama Jivanjee Jamsetjee Mody the indefatigable Secretary of the Parsee Panchayet trust funds and properties, visited the Towers of Silence estate at Chowpatty. The party first went to the health camp for Parsees established by the trustees at Babulnath near the Towers of Silence and examined the arrangements made for the safety of the occupants there. They also examined the place set apart for certain ceremonies which are performed on the dead bodies of Parsees brought from the hospitals and outside places for disposal within the Towers. The dhurumsalla for blind and infirm Parsees was next examined, and thence they proceeded to the compound of the Towers of Silence, where they were met by Mr. Jehangir Bomanji Petit, son of the Hon. Mr. Bomanjee Dinshah Petit, and grandson of Sir D. M. Petit, Bart. Here the party were shown a wooden model of a Tower of Silence, and Mr. Jivanji Mody explained all the ancillary arrangements made for the disposal of the dead. On their way back, near Sir D. M. Petit's "Sagdee" a small round prayer-house, where the sacred fire is always kept burning day and night, the attention of Professor Jackson was attracted by the stentorian voice of a Parsee priest who, in solemn, rhythmical accents, was praying within the structure. The Professor stopped to hear the prayer, and Mr. Jiwanjee Mody explained to him the significance of the ceremony connected with the "sagdee."

On Sunday morning, the Professor received Mr. Shapuree Bjiramjee 9 Katrak and Mr. Rustomjee Framjee Wadia at his temporary residence at Watson's Hotel. These gentlemen are the honorary secretaries of a Society for the preservation of Zoroastrianism in its pristine purity. He spent nearly an hour with his visitors, and in the course of conversation is stated to have expressed his opinion that ceremonials were an indispensable adjunct of a religion, and that it was essential to preserve such ceremonials in their pristine purity. The Professor expressed a wish that on his return from his tour in Upper India, he might have an opportunity of delivering one or more addresses through the Society represented by Messrs. Katrak and Wadia.

LECTURE AT THE FRAMJEE HALL.

Last evening, before a large audience of Parsee ladies and gentlemen, Professor Jackson delivered a lecture on the "History of Avestaic Research" during the last century and a half. The Framjee Hall was found too small for the audience, many of whom had to content themselves with standing on the steps of the staircases. Dustoor Kaikhosroo Jamaspjee Jamaspasana presided, and introduced the lecturer with a few appropriate words. At the close of the lecture, which was frequently interrupted with applause, Mr. K. R. Cama, in proposing a vote of thanks to the lecturer, suggested the formation of an "Exploration Fund" with a view to find out ancient manuscripts and other memorials in Persia relating to the Zoroastrian religion. Mr. Sorabjee Eduljee Warden, in seconding the proposition, suggested the establishment of a fund the subscription to which should be limited to one rupee per month. The proceedings terminated with a vote of thanks to the chairman. Professor Jackson was garlanded; and expressed himself highly pleased with his reception in this city. He was enthusiastically cheered as he left the hall. The Professor leaves for Ahmedabad Ujjain, and other places, probably to-night, and will return to Bombay at the close of the tour.

RUSSIAN COMMERCIAL ENTERPRISE IN PERSIA.

THE patriotic Press here, says the St. Petersburg correspondent of the *Times* evinces great satisfaction at the announcement that on Feb. 14 a new Russian commercial venture in the East will be inaugurated, under official patronage, by the departure from Odessa of the first vessel of a new line of steamers established by the Russian Trade and Navigation Company for trading with Bandar, Bushire, Bandar Abbas, and other ports of the Persian Gulf.

This pioneer vessel will carry 485 tons of Russian goods, chiefly sugar and kerosene, destined for Persian markets. It will be the first Russian attempt to open up a direct and regular sea trade with southern Persia, and representatives of Moscow firms will go out to help to start the enterprise. Special low railway freights are allowed by the Government for goods booked through to Odessa for shipment by this line from all the chief manufacturing centres of the country. In order not to offend but to encourage the other private and subsidised steamship companies of the Black Sea these same privileged rates will be granted to all alike including of course the Voluntaer Fleet, which enjoys them already for direct shipment of goods

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SHIPPING INTELLIGENCE.

THE s s Attaka, 139 tons, Captain J H Rankin, sailed yesterday, for Colombo, in ballast.

THE s s Vauxhall, 2,315 tons, Captain S R Chandler, sailed yesterday for Yokohama, with a general cargo.

THE s s Longships, 2,543 tons, Captain C H Moore, arrived in harbour on Monday, from Rangoon, 21st February, with a cargo of rice.

THE B I S N Co's s s Amra, 170 tons, Captain W Pigott, sailed yesterday for Karachi, &c, with a general cargo and Mr Simpson and 110 deck passengers.

THE s s Thorndale 1,851 tons, Captain W F Lorimer, will sail to-day, for London, with a general cargo and the following passengers:—Mr Gallacher, Mrs Blain and 4 children, Mr and Mrs Adam and 2 children.

THE s s Southport, 2,315 tons, Captain David Roberts, arrived in harbour yesterday from Batoum, with a cargo of 1,52,700 cases and 20,000 tins kerosine oil, and Mr Daniel, Mrs Daniel, and Mrs Seidenman as passengers.

THE B I S N Co's s s Pachumba, 544 tons, Captain R J Rickford, arrived in harbour yesterday from Karachi via Kathiawar coast ports, with a general cargo and the following passengers:—Mr and Mrs Wilson, Mr D Miller, Assist Surgeon, Cordeiro, one Corporal, 12 men, one woman, 5 children and 65 deck.

THE LOSS OF THE TRANSPORT SUFFOLK.

The Court of Inquiry which investigated at Port Elizabeth, South Africa, the circumstances of the stranding of the transport Suffolk attributed blame to her Captain, whose certificate was suspended for six months, and also to the Second Officer. the Court adjudging that the master's certificate held by the latter be cancelled. Although not a member, the Merchant Service Guild made a special appeal on behalf of this Office, whose punishment they felt was altogether too drastic and out of all proportion to the neglect which the Court attributed to him and that criminal negligence which was not alleged would hardly merit such a punishment which takes away the Officer's means of livelihood and leaves him with a wasted career and a blighted uture. The Guild also took occasion to state that the Court was not constituted in a fair or just manner in so far as the officers implicated were concerned, and was not in accord with the expressed opinions of the Board of Trade, that on Courts of inquiry abroad, there should be two Assessors with experience in the Merchant Service. The Guild reiterated their protest against officers of the Royal Navy acting as members of Courts dealing with affairs connected with the Merchant Service, of which they have had no practical experience, stating at the same time that "such a practice has been stopped by the Indian Government, whose example it is trusted will be generally followed." The Board of Trade have replied that they have caused a second Mate's certificate to be issued to the late Second Officer of the Suffolk.

VESSELS IN THE HARBOUR.—MARCH 5.

Vessel.	Ton.	Capt.	Destination.	Date.	Agent.
Highflyer		Brock			Flagship
Fenaserim		Greet			Receiving Hulk
Magdala		Greet			Turret-ship
Abyssinia		Greet	Dry Dock		Turret-ship
H M S Cossack		Cartwright			Cruiser
Hardinge		Baugh	Wet Basin	England	20-3 R I M
Cuina	1464	Hill			M M & Co
Barawa	234	Jaffer			M M & Co
Ballarat	2869	Field			P & O Co
Clyde	2196	Valentini			P and O Co
Zamania	2832	Lee			M M & Co
Flor de Mar	121	Nacoda			P Virchand
Unamina (barque)	702	Roberts			V Kaderbhoy
Daghestan	2242	Littlehale	Repairing		M M & Co
Flor de Liu	133	Nacoda			P Virchand
Patna	1164	Watkeys			M M & Co
Terrier	105	Kampjard			R S & Co
Troosa	2651	Sharpley	Genoa	W S A G & Co	
Kranborg	2204	Schultz			Volkart Bros
Assyria	900	MacLean			M M & Co
Rajput	3615	Crebbin			T Morrison & Co
Comeric	2191	Kennedy			M M & Co
Persia	4198	Whelen			P & O Co
H Bolckow	639	Labott			B & P S N Co
Scindia	2090	Grushy			M M & Co
Cyrus	2174	Simons			M M & Co
Pachumba	544	Rickfork			M M & Co
Southport	2305	Roberts			
Oceanien		Schmitz			M M & Co

ARRIVALS.

Mar.	Vessel.	Commander.	From.
4	Long-hips s	Moore	Rangoon, Feb 21
5	Pachumba s	Rickford	Karachi, Mar 2
	Southport s	Roberts	Batoum, Feb 7
	Oceanien s	Schmitz	Marseilles, Feb 17

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
5	Ulia s	Collins	Calcutta
	Neidenfels s	Groot	Calcutta
	Yamaguchi Maru s	Murai	Yokohama
	Amra s	Pigott	Karachi, &c
	Vauxhall s	Chandler	Yokohama
	Attaka s	Rankin	Colombo

The steamer Thorndale, Captain Lorimer, obtained her port clearance yesterday for London.

DAILY EXPORTS.—MARCH, 5.

FOR LONDON.

Thorndale s—7 points rosa oil, E A Mochalla; 1 bundle woollen carpets Ewart Latham and Co.; 2,000 cwts castorseeds Rani Brothers.

Arabia s—72 bales skins, R M Kooka; 2 bales woolen carpets, Fleming Shaw and Co; 10 bales skins, J Jammahomed; 84 bales skins, W and A Graham and Co 8 bales skins, A Tyeb; 16 bales skins, R M Kooka; 4,000 cwts. castorseed Nansee Khairaz and Co; 22 bales skins, Cassam Essa and Co; bales skins, Ewart Latham and Co; 25 bales skins, Tyabjee and Co; 2 pots rosa oil and 10 cwts mother of pearl shells K B Sajiee; 1 bale skins, M J Joomabhoy and Co.

FOR LIVERPOOL.

Stanly Hall s—100 bales cilbiris David Sassoon and Co; 8 bales wool Savoldass Khimatram.

FOR DUNKIRK.

Woodbridge s—55 bales cotton, Rali Brothers.

FOR ANTWERP.

Drachmfels s—225 bales hemp, Pursotam Bhimjee, 631 cwts linseed, Rali Brothers.

FOR HAMBURG.

Drachenfels s—400 cwt bonemeal Mody and Co.

FOR GENOA.

Woodbridge s—200 bales cotton, the new Mofussil and Co: 200 bales cotton, 780 cwts teelseed, Rali Brothers.

BOMBAY VOLUNTEER ARTILLERY.

REGIMENTAL ORDERS BY LIEUTENANT-COLONEL LOUIS P. RUSSELL, COMMANDING B. V. A.

Camp Mahaluxmi, 6th March,

1. The Corps will parade for the Annual Inspection of the General Officer Commanding on Saturday next 9th inst as follows:—6-30 p.m. practice from 10 inch R M L and 6 inch B L Guns. Dress:—Drill order without arms, putties to be worn. 4-30 p.m. Ceremonial Parade. Dress:—Full Dress with arms, putties not to be worn. Members are reminded that attendance on Inspection parade is compulsory unless leave have been obtained or Medical Ceatificate is furnished.
2. There will be Practice from 6 inch. B L and 10 inch R M L guns to-day at 6-30 a.m. Dress:—Drill order without arms, putties not to be worn.
3. There will be Gun Drill and Squad Drill to-day at 5-30 p.m. Dress—Drill order without Arms, putties not to be worn.
4. Orderly Sergeant for to-day:—Sergt Long.
Next for duty:—Sergt Pennington.
Orderly Officer for to-day:—Lt Yeo.
Next for duty:—2nd Lieut Durnford.

By Order,
G. SIODDART, Capt. R. A.
Adjutant, B. V. A.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT-COLONEL E. FERRERS NICHOLSON, COMMANDING B V R.

Bombay, 6th March.

1. The Battalion will Parade for a Volunteer Brigade Field-day on Saturday next the 9th instant, at Ghaut Cooper Railway Station G I P Railway, at 3 15 P M. Dress-Field Day Order, Putties to be worn. Sergeants to carry Field Glasses.
2. Twenty rounds of Blank Ammunition will be issued on parade. Pouches to be inspected on falling in.
3. A Special Train will leave Victoria Terminus at 2-25 P M (Bombay Time). Railway fares will be paid to those joining this train at Victoria Terminus, Musjad, Mazagon, Byculla, Parel and Dadur Stations. Members travelling from other Station on the B B & C I Railway will pay their own fares which will be refunded.
4. The Commanding Officer trusts that every man will endeavour to attend this parade, and proceed by the Special Train.
5. The return journey will be from Santa Cruz Station on the B B & C I Railway, by Special Train about 7-15 P. M.
2. Targets will be ready from 7 to 8 a.m. on Friday the 8th instant, at the Revolver Range of the 21st Bombay Infantry (Marine Lines) for all Officers and Sergeants who may wish to practice.
4. There will be Company Drill for F Company in the Grant Medical College Grounds at 5 p.m. on Friday the 8th instant.
5. There will be Combined Company Drill and Recruits Drill at 5-15 p.m. to-day (Wednesday) the 6th instant, on the open space of ground in front of Head-quarters. Members who intend going up for the Proficiency Examination are requested to attend this drill.
6. C Company will parade at the Sir Richard Temple's Statue at 8-30 p m. this evening. Dress-Plain clothes, and at the Sir Richard Temples Statue at 6-30 A.M. on Friday next the 8th instant. ross Drill Order.
3. Leave of absence has been granted to the undermentioned Volunteers as under: No. 1717 Vol M A Navir from the 8th March 1901 to the 8th April 1902. No. 4735 Volunteer G Stockbridge from 8th to 31st March 1901.

NOTICE.

It is notified for information that the Corps Rifle Meeting will take place at Cooria from the 11th to 16th March both days inclusive, Prospectus of which are with Officers Commanding Companies and may be obtained from Head-quarters. Entries should be made as early as possible to the Surgeon-Major at Head-quarters.

By Order,
P. H. ROGERS, Captain,
Adjutant B. V. R.

DOMESTIC OCCURRENCE.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

OTHER PRESIDENCIES.

BIRTHS.

FENDALL—February 28, at Rawalpindi, the wife of Major C P Fendall, D S O, No. 2 Mountain Battery, R G A, of a son.

FEILMANN—February 21, at 18-1, London Street, Calcutta, the wife of Percy Feilmann, of a daughter stillborn (premature).

MARRIAGE.

HARRIS—HART—February 28, at Holy Trinity Church, Bangalore, by the Rev W G Barry, assisted by the Rev F N Crowther, Leonard Tatham Harris, I C S, to Dorothy, only daugther of Henry Hart, of Managalore.

DEATH.

KEIGHLY—March 1, at 50, Park Street, and of 10, Elysium Row, Calcutta, Ernest Frederic, aged 56 years and 3 months.

NOTICE TO CORRESPONDENTS.

*** All communications intended for publication in our columns should be addressed to the editor and not to any individual member of the staff.

The Bombay Gazette

WEDNESDAY, MARCH 6, 1901.

LORD WOLSELEY AND LORD LANSDOWNE.

THE passage at arms between Lord Wolseley and Lord Lansdowne in the Upper House on Monday night was not edifying. The late Commander-in-Chief, at a public gathering, shortly after his retirement gave expression to his views, regarding the War office of which the carefully prepared speech Reuter refers to, was but a repetition. Had he abstained from delivering it he might have been spared the harsh things Lord Lansdowne said. And as the speeches in brief are wired to us, the ex-Secretary of State for War appears to have got the better of his opponent. The relations between the two were never very cordial. And there were many who preferably blamed Lord Lansdowne; for it was currently reported that the military experts, whose views and counsels should have been accepted with the promptest acquiescence, were continuously ignored. A responsible London journal at the time of Lord Wolseley's retirement unhesitatingly averred that from the commencement of the Boer trouble, and indeed long before it, Lord Wolseley had raised his protests against the subordination of the national military needs to the smaller passing questions of party finance, and it was understood that at the earliest opportunity, either at the opening of Parliament or before it, we might expect from him some very serious and the damaging charges, which those impugned would find it difficult to rebut. We had the serious and damaging charges before Parliament met. We have had them repeated and refuted at the first opportunity in the House of Lords. Lord Lansdowne brought a serious and damaging charge against Lord Wolseley, the most serious and damaging that could possibly be brought against a high officer. Whilst the late Commander-in-Chief blamed the ex-Secretary of State for the deficiencies of the Army, the latter retaliated by charging the former with dereliction of duty. Not in so many words. The euphemism he applied was "not exercising his rights of supervision." Further that he had failed to understand his duties; otherwise he would have enabled the Government better to utilise the auxiliary forces; would have pointed out before the War that Ladysmith was not a suitable station to occupy and would have warned the Government that one Army Corps was not sufficient to subjugate the Transvaal. The reference to Ladysmith is the weak point of the indictment and called for no reply from Lord Wolseley. Sir George White can best answer that and he maintains that the occupation of Ladysmith was the salvation of Natal. Whatever may have been the advice Lord Wolseley gave to the Government as to the requirements of the Transvaal War, Lord Lansdowne is the first to intimate.

But long before Monday Lord Wolseley told the public that he and his subordinates knew all that was wanted. They had asked constantly that the deficiencies should be made good, but the invariable answer was that no money was available. The statement he made on Monday evening is consistent with that he gave to the world early in December. Lord Lansdowne's version of affairs was anticipated by the "Times" last November, when it said that the ordeal of the South African War had demonstrated in a way which could not be gainsaid, that the War Office had remained in essentials during Lord Wolseley's tenure of office what the nation had always known it, that selection had not been entirely satisfactory, and that the training of the army for war still left much to be desired. Moreover, his tenure of office had not been distinguished by far-reaching changes of any kind, while it had been signalized by some public utterances upon his part more remarkable for energy than for discretion. The country believed in him and its support would have been readily accorded to any "considered scheme of reform." His friends say that it was not his fault but that of the political head of the War Office. But the "Times" would not admit this excuse. In Lord Lansdowne, it told us, Lord Wolseley had a departmental chief who, whatever his defects, was easy to act with, open-minded, and sincerely anxious to do right. The idea that Lord Wolseley could at any time have found difficulty in working with such a colleague or in securing his adhesion to any reasonable proposals strenuously urged and adequately explained, is dismissed as unthinkable and the retiring Commander-in-Chief was pictured as being "if he is well advised" shocked at the injudicious and undignified action of those who sought to excuse the barrenness of his period of office, by hinting that his hands were tied by the limitations under which he accepted the post, or that his activities were hampered by a want of loyal support from the Secretary of State.

Lord Wolseley was reported to have threatened Lord Lansdowne with exposure and Monday night's carefully prepared speech was the fulfilment. It is an altogether unhappy sequel to his occupancy of the post of command-in-chief. As the "Times" observed at Lord Wolseley's retirement, "his reputation and his long connection with the War Office made his position exceptionally strong. He did not, it is true, enjoy the undivided power which had belonged to his predecessor. But the Order in Council which wisely provided, in accordance with the recommendations of the Hartington Commission, that for the future other high military officers besides the Commander-in-Chief should have the right of access to the civil head of the Department, responsible to parliament, still left him an authority as great as or greater than that exercised by the First Naval Lord of the Admiralty. People believed in him and expected much from him. They were willing that the blame for the mishaps in South Africa should be laid at the door of Lord Lansdowne and when the present Government was formed, there was a loud outcry against Lord Lansdowne which might well have prevented any portfolio falling into his hands. Lord Lansdowne was bound to defend himself when openly charged in the Lords and, we imagine, by this time Lord Wolseley has regretted that he did not carefully leave his speech unprepared. Such a criticism of his work by the Secretary of State for War is the most happy experience that could befall him. For his reputation's sake we could wish that Lord Wolseley had said the last word. Far better, however, had he left the first unsaid. His desire to appeal to the people is absurd.

THE TENDENCY OF THE AGE.

IT would have been preferable had the important resolution just issued, on the subject of curtailing and abridging periodical reports and returns, not been long. It should have been a model of brevity. The Governor-General desires to make it clear that there is no intention of allowing this reform to be as unproductive of result as some of its predecessors, and we should have liked to see a sample of the conciseness and crispness of expression which is desired. But we find a half-penny-worth of bread to an intolerable deal of sack. As a method of impressing upon its servants the desirability of putting a quart of matter into a pint-pot, Government might have adapted a lesson from the instructions to be found in every sentry-box in the British Empire, one of which says, "You must speak to no one except on duty, and then in as few words as possible." Had that motto been adopted by the high official who drafted the resolution referred to, he might have put the whole of these seven huge pages of the "Gazette of India" into one sentence of six words and twenty-nine letters. But perhaps this particular resolution is to be the last in which there shall be any unessential verbage. The tendency of the age is in the direction of deeds rather than words. Time is too short for work, and rhetoric and eloquence and picturesque writing must go by the board. A public speaker or a writer must be brief and pithy, or he will not be listened to, or read. A prosy preacher is no longer "sat under" with patience, and the clergyman or the minister who cannot say what he has to say in ten minutes, has the mortification of seeing more people walk out of church during the singing of the preliminary hymn, or fitfully slumbering, if the desirability of setting a pious example by staying to the end of the service, overcomes the desire to go home. With plays it is the same. The grandest of Shakespeare's creations is given to us in an acting version, and an epic is read only by the student who must. The most thoughtful and carefully edited article is voted ponderously dull, if by chance it turns a column, and a raconteur whose stories exceed two minutes is condemned as a bore. When men had more leisure it was different. We shall become more flippant and more slipshod, more spiritual and less solid. The three-volume novel has gone, never to return. People peruse the magazines by the aid of the "Review of Reviews" and make the acquaintance of the world's literature through the medium of the "Standard Library." We may weep over the disadvantages involved. But the advantages may outweigh them.

Will the operations of the resolution be extended to the Courts? Why should they be confined to the cutcherry? Poor Mr. Pennell and his two hundred page judgments! What is to become of him when the principle shall be applied to the Bench? "Dismissed with costs" in the Police Courts; "Do you find the prisoner guilty or not guilty?" in the Sessions Courts; "Sentence confirmed," and "we concur" in the Appellate Courts. No written judgments for which heaven be praised in anticipation. No forensic displays of two or three days' duration, either by Bench or Bar. That is what we are coming to—and what a mercy, both for pocket and public convenience. Brief and to the point, that is the idea; and how much better for a man to know his fate as soon as the verdict is given. He will hang just as readily as if he had to listen to an extended discourse on the law and the value of the evidence led. According to the resolution, administration reports are to contain only an explanation of really important or suggestive variations in statistics, and a statement of really noteworthy facts in the history of the year's administration. No mere paraphrasing or reproduction of statistics is to be allowed in the report. All attempts to offer explanations of variations in figures which are not important or unusual are to be excluded, unless the fact alleged in the explanation is in itself important enough to demand mention. The idea that it is necessary to say something is to be discarded and it is to be recognized that the briefer a report is the better, if it says all that need be said to show the intelligent comprehension of the meaning of facts and figures and the salient features of the year's work. The Government of India believe that the relief of officers engaged directly in the work of administration from unprofitable office work can be attained, not only by curtailing the size of the annual reports which they have to submit, but also by reducing the number of subsidiary reports and returns monthly, quarterly, and half-yearly which Collectors of districts and other local officers are now required to submit to the superior authority. The Government of Bombay once endeavoured to cut down the "List of Services," having economy of time, labour and printing in view. Tables were substituted for plain narratives—with the result that the bulk of the volume and its costs of production were multiplied. The tables must be looked to in official documents as well as the summaries, or little progress will be made.

The Supreme Government and the Local Governments are equally confronted with an abuse of the pen in official documents which has attained grave, and in some cases extravagant dimensions, injurious to the efficiency of both. Its remedy is, therefore, a common interest. A good practice is as capable of enduring as a bad practice, if it be given a fair start—a declaration so obvious that in an object lesson such as this we wonder it was not deleted. Let it pass. The Government of India feel confident that by simultaneous unremitting vigilance in the departments both of the Supreme and Local Administrations and by fidelity to the principles which have been, or are about to be laid down, a serious obstacle to good government in India will be sensibly abridged, if not altogether removed. But why stop there? Cannot the curb be put on the speeches of high dignitaries? Cannot the closure be introduced into the Legislative Councils? In the Supreme Council the Viceregal foot has already been brought down on the corns of the readers of manuscript speeches. Why cannot the local Governments follow suit? Look at the yards of small print that fill the columns of the newspapers after the meetings of the Legislative Council and the pages more which fill the "Government Gazette." There is more energy wasted in the empty vapourings at meetings of legislative and municipal meetings than would raise the sunken Setos from the bottom of Bombay harbour to the top of the Rajabai tower. What said Fenelon? "A good discourse is that from which nothing can be retrenched without cutting into the quick." And St. Francis de Sales?" The more you say, the less people remember. The fewer words, the greater the profit." To issue the resolution is one of the most noteworthy acts the Viceroy has yet performed. A greater achievement will be to enforce its observance. We hope its effects will be far reaching and that the good seed now sown may bring forth fruit a hundred fold.

ON Monday evening, at 7-45 Mr. Stevenson, Under Secretary to the Bengal Government, handed to Mr. Pennell, District Judge of Noakhali, an order, under the signature of the Hon. Mr. Buckland, placing him under suspension at the instance of the Calcutta High Court, for gross misconduct and insubordination.

MAJOR F. W. D. QUINTON, the Hampshire cricketer, who has been promoted to field rank in the Royal Field Artillary, has been placed under orders for India, after having served as an instructor to the cadets at Sandhurst for nearly five years.

LARGE consignments of helmets continue to go to South Africa. Thirteen thousand were despatched in the "Pongola" and 10,000 more leave directly.

THE goods traffice on the B. B. and C. I. Railway for the week ending 9th February 1901, shows a decrease on the corresponding week of 1900 of 285,067 maunds and Rs. 64,117 in the earnings.

THE streets of Calcutta, owing to the census operations, presented a remarkable appearance, after nine o'clock on Friday evening. With the exception of policemen, not a human being was to be seen. Calcutta seemed to be a city of the dead.

JUDGMENT in the Rampur libel case was delivered on the 28th February. The accused, Amba Pershad, was sentenced to two years' simple imprisonment under Section 500, I. P. C., for publishing the article dated 7th September, 1900, and one year's simple imprisonment for the article of the 21st September, under Section 500. I. P. C., and also to a fine of 1,000 rupees, under Section 506, I. P. C., or six months' rigorous imprisonment in default of payment, the substantive sentences to run concurrently. An application was made for bail pending the hearing of the appeal, and the accused was liberated on his own recognisance for Rs. 2,000 and two sureties of Rs. 1,000 each.

THE construction of the Khamgaon-Jalna Railway, the earthwork of which was undertaken in connection with famine relief measures, will probably be offered in the first instance to the Nizam's Railway Company, and, in the event of its declining to private enterprise, under branch-line terms.

WE LEARN from an advertisement that "the service of a F. A. passed or plucked Babu with thorough knowledge of import business and correspondence, etc., and being able to secure a Banian, is required by a native firm preferable to him who will also be useful to act as a private teacher of a boy of 3rd class in night and morning two hours each daily." "Salary," we are further told, "according to qualification from Rs. 20—Rs. 30 per mensem."

FOUR fairs now being held, or about to be held in the Punjab—the Roshi fair at Garshankar, and the Hola fairs at Amb, Anandpur and Chooda all in Hoshiarpur district—are closed by a "Gazette" notice against all pilgrims from the plague infected areas in the Nawashahr "tahsil" of the Jullundur district, the Shakargarh "tahsil" of the Gurdaspur district, and the Zafarwal "tahsil" of the Sialkot district.

IN Transvaal quarters in Brussels it is considered probable that Mr. Kruger will definitely stay at Utrecht, or choose another small Dutch town for his residence, the Netherlands Government having expressed a desire that the Royal residence and seat of the Diplomatic Body may no longer be the centre of Boer agitation in Europe.

WRITING of the New South Wales bowler, J. Marsh, the aboriginal, who was, it will be recalled, no-balled as a thrower at the outset of his career this season, "Felix" (Mr. T. Horan), says that the colt has a curious sort of wobble in going up to the crease, but, so far as he saw, no objection could be reasonably urged against his delivery. He mixes his pace, and is very smart in his movements.

IN the course of the match between New South Wales and Victoria, William Howell ("Billowell," the bee farmer), who astonished the Surrey eleven at Kennington Oval in 1899, hit a ball clean out of the Melbourne ground for 6. This is only the second occasion on which this has been done in big cricket. The previous hit was in December, 1881, when Bonner hit Peate over the old pavilion into the park for 6.

A SOMEWHAT nervous English tourist vouches in the "Outlook" for the genuineness of the following incident of Irish travelling:—The train arrived some twenty minutes late at a small station, and the engine-driver inquired of the stationmaster, "Did the express go by yet, Tim?" "It did not," was the answer. Indecision on the part of the engine-driver for a moment, when he cheerfully exclaimed, "Ah! well, we must chance it," as he blew the whistle and started off on the single line.

MILITARY circles in Sydney are confident that the first Federal Commandant of the Australian Military Forces will be General Pole-Carew, and not General Hutton, as was previously rumoured, says the "British Australasian." Although General Hutton's appointment would have been very popular, General Pole-Carew's magnificent South African record cannot but make him a favourite candidate for the honour in store for him. He is greatly esteemed by Australians who served with him during the Boer campaign.

THE committee of the the Annam Club elected the following gentleman under the provisions of Rule II. of the club, which empowers the annual election by the committee of nine persons "of distinguished eminence in science, literature, the arts or for public services": Mr. Edwin Austin Abbey, R. A., Professor James Alfred Ewing, F. R. S., Professor of Mechanism and Applied Mechanics in the University of Cambridge; and the Hon. Sir John Scott, Deputy Judge Advocate-General to the Forces and late Judicial Adviser to the Khedive.

A SPECIAL paper currency has been introduced within Boer Camp limits at Diyatalawa, Ceylon, and it is said that since its introduction escapes have been of less frequent occurrence. By the introduction of these notes the Boers have been relieved of their surplus cash, which is kept in safe custody by the Commandant. Whenever necessary, prisoners-of-war are to receive the value of their notes, which range from 50 cts. up to Rs. 50. The paper currency is similar to that introduced at the different camps in South Africa.

IN connection with the movement for establishing civilian rifle clubs throughout the country as part of the scheme of national defence, a petition to Parliament is being promoted asking that members of such clubs should, by law, be entitled to demand, and receive from the Inland Revenue authorities, a duty-free license authorising them to carry and use a rifle for the purpose of target practice only, or should, in some other convenient manner, be exempted from gun-license duty. It is urged that the cost of license deters many men from acquiring rifles and becoming efficient shots. Mr. Chamberlain will be asked to present the petition.

SIGNALLING TO MARS.

BY SIR ROBERT BALL, F.R.S.,

(Continued from yesterday's "Bombay Gazette.")

FOR this reason alone, even if there were not many others, astronomers attach no importance whatever to certain statements about Mars which have recently obtained considerable circulation. Whether there are inhabitants on that planet we have not the slightest idea. Even if there are inhabitants it would be extremely doubtful whether they are conscious of the existence of this earth, or feel any desire to communicate with us. But we may be certain that if there are inhabitants on Mars, and if they have been so ill advised as to have chosen the present time for making efforts to cause some demonstration which shall be perceptible to this earth, then their astronomical knowledge must be in a deplorable condition. They have chosen as the occasion for such efforts the very worst possible opposition. If the Martians are intelligent, they ought to know that a signal to be perceptible two miles off has to be four times as big as a signal perceptible one mile off, and that consequently they would be making an utterly foolish waste of their powers if they attempted any communications at a time so inappropriate as the present.

These considerations may perhaps help to dispose of the recent statements regarding Mars which have obtained wide circulation, though we may be glad to think that the credence attached to them seems generally not greater than they deserve. But, as the discussion of possible Martian signals recurs from time to time, it may be worth while to recall a few of the conditions bearing on the question.

The distance of Mars from the Sun varies. It is sometimes as much as 153,000,000 miles, and it is sometimes as low as 127,000,000 miles. The track that the Earth follows is much more nearly circular than is the track of Mars, but still there is an appreciable change between the distances of the Earth from the Sun at the different seasons. The actual distance between the two bodies is sometimes as great as 93,500,000 miles and sometimes as small as 90,500,000 miles. A very little consideration of these figures will show how the very best possible position of Mars is to be obtained. As the track of our Earth lies far inside that of Mars, it is obviously essential that when we come closest to the planet its distance from the Sun should be at its lowest point—that is to say, at 127,000,000 miles. On the other hand, the Earth should then stretch out as far as possible to meet Mars; but it can never stretch more than 93,500,000 miles from the Sun, and consequently even under the very most favourable circumstances, which can, in fact, never be quite realised, the distance between the Earth and Mars cannot be under 33,500,000 miles. It may, indeed, be said that 35,000,000 miles is nearly the lowest value to which the distance can decline under the present conditions of the orbits, and this can only occur when the opposition takes place close to August 26th. We may mention that when the first satellite of Mars was discovered by Professor Hall, on August 17th, 1877, the distance from the planet to the Earth was then 36,000,000 miles, which was still a million miles over the lowest distance to which it could sink with the concurrence of the best conditions. The question then arises as to the kind of signal which could be transmitted across a distance of 35,000,000 miles. Here again it is necessary for me to go into a few details.

A man standing on a hill a mile distant is not a large object, but yet he is big enough to be perceptible—that is to say, the little image which he makes on the retina is sufficient to excite a distinct impression. Without any optical assistance, however, such as might be afforded by a binocular or a telescope, it would require very sharp vision to make out the signals that a man was transmitting to you from that distance. We were told by Sir Redvers Buller that the singularly acute vision of the Boers gave them certain relative advantages in their marksmanship in the early stages of the war; but even with the keenest vision ever given to a man a human being two or three miles off would not be a very distinct object to an observer who had no telescopic aid.

Let us now consider what help a telescope gives. There is an approximate rule which we may employ for the purpose of explaining the power of the telescope for such purposes as the present. It is not exactly the magnifying power of the instrument which is involved. The magnifying power depends on the eye-piece that is used, and admits of practically indefinite increase but there is no advantage gained in pushing the magnifying power beyond a certain point, which depends on the aperture of the telescope. With every increase of magnifying power the brightness of the image is necessarily diminished. Unless, therefore, the telescope employed is sufficiently large to supply, the image with the necessary quantity of light, any gain from the enlargement of the image may be more than neutralised by its faintness.

An estimate of the efficiency of the telescope for a purpose of this sort is given by what is called the "space penetrating" power of the instrument. We may measure this conveniently by taking the diameter of the object-glass and comparing it with the diameter of the pupil of the eye. For instance, in a very fine and large telescope, the diameter of the object-glass may be a hundred times as much as the diameter of the pupil. In such a case we say that the telescope has a space penetrating power of a hundred—in other words an object just visible to the naked eye would be still visible in such an instrument if it were borne to a hundred times its distance. If, therefore, making the most extreme supposition, we set down three miles as the limiting distance with which a man could be discerned with the unaided eye, we should have three hundred miles as a major limit to the distance at which he could be discerned with the most powerful telescope, even if all atmospheric interferences and other sources of loss could be avoided.

This simple consideration shows how idle it is to expect that objects would be visible on the heavenly bodies unless those objects had dimensions altogether greater than any we can associate with the operations of human endeavour. Take, for instance, the case of the Moon, which is only 240,000 miles away from us. A man placed upon the Moon would be necessarily totally invisible even in our best telescopes, for we have seen that three hundred miles would be certainly the very utmost limit at which an object the size of a man could be discerned, and yet the Moon is eight hundred times as far as this limit. You might as well expect to be able to see with the naked eye a single bee at a distance of ten miles as expect to see on the Moon an object the size of a man, even with the biggest telescope. In fact, to use an illustration that I have given elsewhere, an object on the Moon which was just large enough to be discernible with the help of one of our most powerful telescopes would have to be at least as great as St. Paul's Cathedral. Even then it must be remembered that we should not be able with any telescope whatever to distinguish the details of the object. It would only be recognised sufficiently to be indicated by a touch with the point of a pencil in making a sketch of the moon.

It is now a matter of simple proportion to find what the dimensions of the signals would have to be so that if made on the planet Mars they should be visible to us who live on the Earth. We have seen that under the most favourable circumstances Mars must be nearly 35,000,000 miles from us. In other words, we infer that under no combination of circumstances can Mars approach us closer than about one hundred and fifty times the preset distance from the Earth to the Moon. To see, therefore, an object on Mars, even with the best telescope that was ever constructed, that object must have dimensions on a scale one hundred and fifty times as great as the smallest object visible in the Moon with the help of the same instruments. We have seen that a building as big as St. Paul's Cathedral on our satellite would about represent the size of the smallest visible object on the Moon; we therefore infer that a building would have to be one hundred and fifty times as long and one hundred and fifty times as broad as St. Paul's to be discernible as a smallest point on Mars.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE WAR IN SOUTH AFRICA.

DE WET'S MOVEMENTS.

LONDON, MAR. 4, MIDNIGHT.

An official despatch states that De Wet has been headed off from Phillippolis and is now marching on Fauresmith.

WAR OFFICE ADMINISTRATION.

DEBATE IN THE LORDS.

In the House of Lords to-night Lord Bedford referred to the administration of the War Office.

Lord Wolseley in a carefully prepared speech condemned the system of 1895, whereby he said the Commander-in-Chief was robbed of his control over the Army, the administration of which was vested in a Civilian, assisted by subordinates with whom he deals direct.

His Lordship disclaimed any intention of attacking individuals, but laid the responsibility for the deficiencies on the Secretary of State and the political exigencies of the Government. Soldiers, he said, did not love Civilian rulers, and it was impossible to ignore the sentiment of the Army without injuring its morale. He urgently advocated the restoration of Stanhope's system and suggested that the Commander-in-Chief should be empowered to appeal to the public in cases of difference with the State Secretary.

The present system, he said, was pernicious and fraught with danger.

Lord Lansdowne, who replied, denied that the Commander-in-Chief was deprived of control. He accused Lord Wolseley of not exercising his rights of supervision and failing to understand his duties, otherwise he would have enabled the Government to better utilise the auxiliary forces and would have pointed out before the war that Ladysmith was not a suitable station to occupy, and would have warned the Government that one Army Corps was not sufficient to subjugate the Transvaal.

Lord Lansdowne concluded by stating that the present system was infinitely preferable to the discredited system of 1878.

The Debate was then adjourned.

LONDON, MARCH 5.

The "Standard" in discussing last night's debate in the House of Lords says that Lord Landsdowne's indictment is one of the gravest.

The "Times" says that Lord Wolseley did not use his powers which were ample and that retrogression is impossible.

The "Morning Post" attacks Lord Lansdowne and urges the appointment of a Military Secretary for War.

The "Daily News" says the Cabinet and Commons might cease to exist if Lord Wolseley's claim to appeal to the country was granted.

ARABI PASHA.

Lord Cranborne, in reply to a question in the Commons, said that Arabi Pacha had not asked to return to Egypt and that any request of the kind would be referred to the Egyptian Government.

THE SHANHAIKWAN RAILWAY.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MARCH 5.

Colonel Macdonald, R.E., becomes British Director of the Shanhaikwan Railway.

RAILWAY ACCIDENT COMPENSATION.

Rupees six thousand compensation has been paid by the Bengal-Nagpur Railway to Mrs. Kelly, sister of Mr. Wood, who was killed in the accident last year.

MILITARY NEWS.

Major Compton, Northamptonshire Regiment, becomes D. A. A. G. British Army Schools, Madras and Bombay, vice Major Scott, tour expired.

Major N. Maxwell, R. G. A., Karachi, has applied to retire.

The Government of India are negotiating for the purchase of fifty miles of light tramway with six hundred wagons for military use.

Captain Watson, I.S.C., is appointed Superintendent, International Police, Shanghai.

Major Davies has been recommended for another year's extension as Sanitary Expert at Army Headquarters.

Fifty Mohamedan Drill Instructors composed of volunteers from the Native Army, are required immediately for service in Somaliland, and Major Beynon, 1-3 Gurkhas, has been selected to raise the force.

Consequent on the non-arrival of regiments from South Africa, no reliefs of British cavalry regiments will take place this season. The 4th Dragoon Guards and the 9th Lancers will remain at their present station.

Government have sanctioned the estimate of Rs. 153,515 for the installation of mechanical punkahs in barracks, hospitals, &c., for British troops at Rawalpindi.

Two hundred ordnance mules have been bought in Bombay and 1,000 more will be purchased in China. In consequence of certain changes in the strength of the Field Army the Government has decided to raise the present authorised establishment of donkey stallions in India from 400 to 475, the extra number being handed to village headman for mule breeding purposes.

When Sir Gerald Morton proceeds home on eight months' leave in April, Sir Edmond Elles will probably take command of the Lahore District. By this arrangement no disturbance in the officiating command of the Quetta and Secunderabad Districts would be involved: Brigadier-Generals Sir R. Hart and Wodehouse remaining respectively at their present posts. Major-General Elles was appointed to a 1st Class District in December, but he has been retained at Army Headquarters pending settlement of army appointments both at Home and in this country. Sir William Nicholson, now on leave in England, still holds the permanent appointment of Adjutant-General in India, but it is anticipated that he will be provided for at the War Office. It is indeed reported that he will be placed in charge of Intelligence and Mobilisation combined—a new departure being made to secure greater efficiency in these departments. The selection of a permanent Adjutant-General in India to succeed General Nicholson will probably be left over until a permanent Commander-in-Chief has been appointed. The announcement regarding the latter cannot be much longer delayed.

THE inquiry into the circumstances attending th collision between the s. s. Daghistan and the s. s. Setos by which the last named vessel was sunk in Bombay Harbour on the 14th February was opened on Monday and continued yesterday before Mr. J. Sanders-Slater, Chief Presidency Magistrate, and Captain C. E. Hardcastle, Marine Surveyor, Captain J. Parfitt, of the P. and O. Service, and Mr. R. Walton, first grade pilot. Mr. William Vaughan, the pilot who was in charge of the Daghistan, said that he saw the red lights of the Setos when she was about three-quarters of a mile off and the course of the Daghistan was changed to give more room to the approaching Setos. He ascribed the collision to the Setos crossing the Daghistan from the port to the starboard and to a mistake on board the Setos. In his opinion the collision was not brought about by the act of any person on board the Daghistan.

THE VICTORIA MEMORIAL.

THE COMMITTEES.

(FROM OUR CORRESPONDENT.)

CALCUTTA, MARCH 4.

The Executive Committee of the Queen Victoria Memorial Fund have made arrangements to circulate throughout all India about 25,000 copies of the speech delivered by His Excellency the Viceroy on the contents of the Victoria Memorial Hall, in the Dalhousie Institute, on the 26th ultimo. A large number of copies in Bengalee will also be circulated throughout Bengal.

Brigadier-General H. P. Leach has consented to join the Executive Committee and the following names have to be added to the list of vice-patrons:—His Highness the Maharajah of Kolhapur, G.C.S.I., the Rao of Kutch, G. C. I. E., the Mir of Khairpur; the Thakore Saheb of Bhavnagar, G.C.S.I.; the Raj Saheb of Dhrangadhra; the Thakore Sahib of Gondal, G. C. I. E.; the Nawab of Junagad; the Thakore Saheb of Morvi, K.C.I.E.; the Administrator of Nawanagar (on behalf of his Highness the Jam); the Diwan of Palanpur, K.C.S.I.; the Rana of Porebunder: the Administrator of Radhanpur (on behalf of the minor Nawab); and the Raja of Rajpipla.

To the list of the General Committee there have to be added the names of the Hon'ble Mr. Donald Smeaton, C.S.I., Mr. C.R. Marindin, C.S., the Rajah of Tendruck, Mr. Kilger of Darjeeling, Rai Ballabh Bose Bahadur of Cuttack, Khan Bahadur Mirza Shujarat Ali Beg, Moulvi Buzl-ul Karim, Khan Bahadur, Maharajah Jagendronath Roy, Maharajah Haribullabh Narayen Singh, Babadur, C. I. E. of Sailana, the Rajah of Saroda, in Mymensing and Maharaj-Kumar Chandra Singh.

A subscription of one lakh of rupees has been received from the Maharani of Udeypur, Rs. 25,000 from Rajah Parla Kimeda (Ganjam), and Rs. 10,000 from Rajah Morbhang. Among other amounts are Rs. 1,000 from Sir Griffith Evans, K. C. I. E., and Rs. 500 each from Messrs. Mackenzie, Lyall and Company, and Macleod and Company.

THE NOAKHALI CASE.

MR. PENNELL SUSPENDED.

Mr. Pennell came to Calcutta last Friday and is staying at the Continental Hotel. Mr. Chapman, late Registrar of the Calcutta High Court, called on Sunday, on Mr. Pennell, with letters from the Chief Justice, in which Mr. Chapman was directed to take over the records of the Noakhali case from Mr. Pennell. The latter, however, declined to hand over the records to Mr. Chapman, as he was no longer Registrar. Mr. Pennell then went personally to the Chief Justice to hand him over the records, but his lordship, after making him wait a long time, refused to see him, and directed that all communications to himself should be made officially through the Registrar. Mr. Pennell then came back.

On Monday morning, Mr. Sheepshanks, Registrar on the Appellate Side, called with a letter from the Chief Justice for the records, but Mr. Pennell, it is reported, again refused to hand over the records, and, on Mr. Sheepshanks reporting the matter to the Chief Justice, his lordship called a meeting of all the Judges to consider what steps should be taken. This meeting took place during the tiffin recess, and continued till four o'clock, other business having to be suspended in consequence. The result of this conference could not be gathered, but Mr. Pennell's judgment was the talk of everybody in the High Court. Mr. Pennell's sister came to swear an affidavit before the Commissioner, but the application was refused on the ground that it had no connection with the pending case. Miss Pencell then went to the Alipur Judge's Court with Amlas and Pargiter. The Sessions Judge allowed her affidavit; but refused those of the Sheristadar and the Clerk on the ground of their containing reflections on the Chief Justice. It is understood that the affidavit was with regard to Mr. Pennell's visit to the Chief Justice, and a certain conversation with Mr. Chapman, the late Registrar of the High Court.

ANOTHER PHASE.

CALCUTTA MARCH 5.

The Noakhali case has reached another phase. Mr. Pennell recently applied for casual leave. His application was referred to the High Court and in accordance with their views was refused on the 17th February. Nevertheless, Mr. Pennel came to Calcutta on 1st March. He was on the 3rd March ordered by the Bengal Government to return to Noakhali, but did he not leave Calcutta. On the 4th March he was ordered by the High Court to make over the entire record of the Noakhali case to the High Court Registrar, but he refused. The High Court thereupon wrote to the local Government recommending that he should be suspended for behaviour amounting to insubordination and misconduct. He was accordingly suspended yesterday. It is believed he is still in Calcutta.

A TIGER SHOT BY LADY JENKINS.

News has been received in Bombay of Lady Jenkins, wife of Sir Lawrence Jenkins, Chief Justice of Bombay, having shot a tiger last Saturday evening in the jungles off Dharoli in the Rajpipla State. Mr. R. D. Setna, Registrar on the Appellate Side of the Bombay High Court, also shot another tiger at the same time in the same place. A shikaring party consisting of Lady Jenkins, Mrs. Slater, wife of Mr. J. Sanders Slater, Chief Presidency Magistrate, Mr. Lindsay, agent of the Royal Insurance Company and Mr. R.D. Setna had been out in search of a tiger for some days. Preparations were made on Wednesday the 27th ultimo, and a party of 200 beaters was engaged to beat the tigers out from their lairs. Their efforts were partially successful. A tiger was beaten out, but he effected his escape after having severely mauled one of the men. The man had received wounds in the head. Lady Jenkins, seeing the man's condition, at once went up to him, and applied bandages to his wounds with her own hands. The wounded man, it is stated, is progressing favourably. On Friday night last, a buffalo was tied in the jungle as bait for the tiger. The next morning the buffalo was found killed at the spot, where the tiger, after having gorged himself, had left the remaining portions of the carcase. Preparations were at once made on Saturday morning when the carcase was discovered; and "machdas" were erected round about the place where the buffalo had been killed. One of these "machdas" was occupied by Lady Jenkins; another by Mr. R. D. Setna, a third by Mr. Lindsay, and a fourth by Mrs. Slater. At 5 p.m., they took up their posts and were on the lookout for the tiger. Their patience was rewarded at 7 p.m., at which hour two tigers came up to eat the remaining flesh of the buffalo. One of them fell a victim to the well-aimed shot of Lady Jenkins. The other fell a victim to the equally well-aimed shot of Mr. R. D. Setna. In the jungles of Gujerat, the courage of Lady Jenkins as an adroit saikaree is well-known, for she has often bagged tigers, bacts, and other animals therein.

A correspondent who writes from Anklesar, under date 4th March, sends us another account. He says:—It will interest your readers who favour sport to hear that Lady Jenkins and party, who had come for shikar on this side, succeeded in bagging two panthers on the 2nd instant in the jungles near Dharoli in the Rajpipla State. The party consisted of Lady Jenkins, Mrs. Slater and Messrs. Setna and Lindsay. One of the animals fell to Lady Jenkins' own bullet and the other was shot by Mr. Setna. Two more tigers were tracked and one was hit by her ladyship, but escaped wounded. The shoot was most exciting and the party thoroughly enjoyed the sport. They will return to Bombay to-morrow. The feat of an English lady having shot a tiger is the subject of talk in the country all around and everybody is speaking in terms of high praise of her daring and courage. The Bhills in the villages rejoiced over the sport as much as any one, and the party took great interest in them during their short stay in camp.

FROM the report of the returns of rail borne traffic of the Central Provinces for the quarter ending the 30th September, 1900, it appears that while the imports showed an increase of 1,687,064 maunds, the exports decreased by 975,319 maunds. The large increase in imports was mainly due to the enormous quantity of grain and pulse imported, this being 1,725,592 maunds in excess of the figures for the corresponding figure for 1899, and the same commodities are chiefly responsible for the decreased amount of exports. These statistics in themselves are a striking record of the almost unexampled severity of the famine in these parts.

ENTERTAINMENT TO MAJOR-GENERAL BURNETT.

(FROM OUR CORRESPONDENT.)

POONA, MARCH 5.

The members of the Deccan Club, Hirabag, entertained Major-General Burnett, Commanding the Poona district, prior to his departure to Madras. Before the appointed time, a large number of European, as well Native gentlemen assembled. Sirdar Khan Bahadur Dorabjee Pudamjee, the president of the Club, rose and said:—He need not remind members that when organised the Club's idea was to make its membership as widely extended as possible and succeeded in getting together a harmonious working body—but he still felt want. To whom were they indebted for supplying that, but to General Burnett and Mr. Sheppard. It was due to them that they were in a position to call the club a Cosmopolitan Club.

General Burnett had not been a sleeping member, but, by his suavity of manner, he had won their affection and he could only say they were deeply thankful for all his kindness. All present, he said, would join in wishing the General every prosperity, and he hoped that one day he would come back, not only as a member of the Club, but as the Lieutenant-General.

Doctor Bhandarkar spoke of the feelings which existed between the General and the members of the Club; all wished him will.

The Honorable Professor Gokhale said that on such on occasion as the present, the fewest words were the best, especially in speaking of a soldier. On this occasion Dr. Bhandarkar had struck the right note in speaking of the feelings of love which had endeared the General to them all. Poona had known General Burnett for many years and the General had known its people. They wished the General would return again to occupy a higher post in the empire.

The General, in reply, said that not only would it be better from a humane point of view, but also from an imperial point of view that this unity of feeling should exist. He had met there and at Poona on various occasions people of widely different views, but had always found them ready to help and even to assist him, when he was trying to help the suffering people who were round about.

The company then adjourned to partake of refreshments and after spending an hour, the meeting dispersed.

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

SUEZ, MARCH 4.

The Clan Line steamer Clan Macarthur left here for Colombo Madras and Calcutta day before yesterday evening.

The Clan Line steamer Clan Macfarlane arrived here from Colombo, Madras and Calcutta yesterday morning.

The P. and O. S. N. Co.'s steamer Peninsular arrived from Bombay this morning.

MARSEILLES, MARCH 4.

The B. I. S. N. Co's steamer Golconda left outwards yesterday afternoon.

ADEN, MARCH, 4.

The B. I. S. N. Co's steamer Goorkha left to-day afternoon.

HONGKONG MARCH 5.

The P. & O. Company's s.s. Nankin extra arrived here this morning from Bombay.

The Austrian Lloyds s. s. Maravia from Japan left Hongkong for Bombay on the afternoon of the 4th instant.

COMMERCIAL AND FINANCIAL NEWS.

LONDON, MARCH 4.

The Liverpool Cotton Market closed quiet.
Surats easier.
Good Bhownuggur 4 4-32.
The Manchester market has been quiet.

2 3-4 per cent. Consols	97 1-2
3 per cent. Rentes	102 1-4
3 1-2 per cent. Sterling Loan	108 1-2
3 1-2 per cent. Rupee Papers	63 1-2
Bar Silver	28 1-8

The sum of about £175,000 has been paid into the Bank of England.

BOMBAY IMPROVEMENT TRUST.

THE ordinary monthly meeting of the Trustees for the Improvement of the City of Bombay was held yesterday afternoon at the offices of the Trust, Mr. S. Rebsch presiding. There were also present Brigadier-General Venris, Dr. A. G. Viegas, Messrs. W. C. Huzbes, Ebrahim Rahimtoola, W. L. Harvey, E. Gray, F.C. Rimmington, F. Macrae, W. Willcocks Sassoon J. David, D. E. Vacha and Sir Balchandra Krishna.

LAND COMMITTEE'S REPORT.

The following report of the Land Committee was adopted:—

HORNBY ROAD ESTATE.

We have considered an application from the Honorary Secretary of the Jamsetjee Nusserwanjee Petit Institute, to lease a strip of land 10 or 15 feet wide from plot 59-60, and adjoining the southern boundary of the Institute's Property (Plot 61). We recommend that he be informed that the Board will be prepared to lease the Institute a strip of either 10 or 15 feet in width parallel to the southern boundary of plot No. 61, on a 99 years' lease at a valuation of 45-74 per square yard.

WELLINGTON LINES PLOT.

We have considered, with reference to Trustees' Resolution No. 110, dated 4th December 1899, a letter from Messrs. Gostling and Morris, Architects, dated 30th January 1901, forwarding drawings for a second upper storey above the rear portion of the new premises for the Young Women's Christian Association erected on site No. 12 of the Wellington Lines Plot, and asking permission to make the addition. We beg to recommend that the work be sanctioned.

LEASE OF MARSHY LAND AT HAINES ROAD.

The board considered Mr. Gostling's application for a sufferance lease of 70,000 square yards of marshy land on the west of the Tulsi pipe line, north of the Haines Road.

The Chairman said that the Municipal Commissioner, in his minute, stated that a major portion of the land would be required for the low-level channel for the drainage of the District and Mr. Gostling had accordingly made a modified proposal for the taking of 50,000 square yards of land, inclusive of any area required by the Municipality.

It was resolved to grant the lease to Mr. Gostling, subject to the concurrence of the Municipal Commissioner.

OFFENSIVE RIDING PATH.

In accordance with the notice previously given, Dr. A. G. Viegas moved that the Board are of opinion that soiled litter should not be used for the Kennedy Sea Face Riding Path. He said that there were loud complaints made in and outside the Corporation that soiled litter was being spread out on the riding path, and those who visited the foreshore experienced a bad and offensive smell emitted by the litter. Dr. Viegas thought that if facility was to be given riders, fresh grass instead of the litter should be used.

The Chairman said that for aught the knew no litter had been put on the footpath for months together and so he did not think there was any ground for th complaint. If there was any complaint it was from the riders that there was not sufficient litter spread out. The smell was due to the drains and to the nuisance caused by people living in the camps. Their engineers stated that as the fresh grass was very expensive beddings of horses were put on the riding path.

Mr. Vacha said that a complaint was made at the Corporation by Dr. Master that the litter spread out on the riding path near the Church Gate Station emitted very offensive smell.

The Chairman remarked the question was whether the smell was due to the litter or some other cause.

The Hon. Mr. Ibrahim said that the object of Dr. Viegas seemed to be that foul litter ought not to be allowed to be put on the riding path in the future. He enquired if there was any obligation on the Improvement Trust to put the litter.

The Chairman said they had been doing that for years.

Mr. Ibrahim: That does not mean that there is any legal obligation upon us.

Mr. Rimmington: Care might be taken in the selection of the litter.

The Chairman said that they had already instructed their Engineers to be careful in the use of the litter and that, he thought, would meet the wishes of the mover.

Dr. Viegas: A specific resolution ought to be passed by the Board to put a stop to the nuisance.

The Chairman said that if litter was not to be used they might use saw-dust or sand or do nothing at all and let the people, walking on the footpath, be smothered with dust.

Mr. Vacha: Then there will be a storm raised against the dust storm.

After some further discussion Dr. Viegas' motion was put to the vote and carried.

FINANCE AND COMMERCE.

THE RUSSIAN MARKETS.

FREIGHT RATES.

LONDON, FEBRUARY 15.

BRITISH commerce in Russia is being gradually ousted by our German competitors. For years our hold upon the market was unassailable, and unless goods bore an English trade-mark they could only hope to find a very limited sale. Germany grasped this fact with characteristic shrewdness, and at once imported cheap manufactures in exact imitation of British goods, and bearing British trade-marks. The result was instantaneous. The less educated persons, who form the majority of every country's population, were deceived into buying these goods. The very fact that they were getting what were apparently similar British goods at nearly half the former cost pleased them vastly; and they never stopped to consider whether they were being swindled. Having thus gained a footing in the market, the German manufacturer is, in the majority of cases, proceeding to turn honest. And instead of selling his goods under English trade-marks he is frankly affixing his own. Against these unfair means of obtaining a competitor's trade we have every right to be indignant. H.B.M.'s Consul-General for Russia tells me that it is extremely difficult to combat this evil, owing to the unwillingness of Russian juries to convict the offenders, notwithstanding the existence of trade treaties and conventions between England and Russia which bear directly upon this important subject. The Russians themselves strongly object to being swindled into paying a fair price for spurious British goods. They pin their faith to our wares, and are as proud as children when they buy British watches, British guns, or, in fact, British anything. This being so, it would be well for all firms who are thus imposed upon, were they not only to prosecute the offenders, but also to expose them to the public in the pages of the Press.

Doubtless, good might be done by commercial travellers pointing out the superiority of genuine English manufactures. But the surest method of eradicating this deep-rooted evil lies in public prosecution followed by public exposure. The question of commercial travellers is also a serious factor in our trade decadence in Russia. A great number of our trade representatives in this country are foreigners—mostly of German extraction. One cannot blame them if they place their knowledge and experience at the disposal of their compatriots rather than at ours. In the case of an agent who represents a dozen firms, British and otherwise, it is a common occurrence for him to gain a footing in the trade with British articles, and afterwards to replace them with imitations that afford him a great margin of profit. As a matter of fact, our whole system of commercial travelling should be revised. Good, competent English travellers are of such importance to the increase of trade that it is not too much to suggest either that the Government should give a grant towards establishing a commercial school, or that the British merchants interested in foreign trade should found among themselves an institution of this description.

The Consul-General's report of Russian trade for 1900 shows the gravity of the decline in our trade. Under the head of exports and imports we find that the bulk of these amounted to £27,467,856. Compare this sum with the bulk of trade done between the period of 1888-92 and 1893-97. During these periods the average yearly value of trade amounted to £32,768,469 and £30,119,542 respectively. These startling figures show that since 1892 our trade with Russia has fallen to the extent of nearly £5,000,000 yearly. A diminution in the importation of British goods took place chiefly under the heads of salted fish, tallow, chemical products, dyes, raw steel, wool (raw and spun), agricultural machinery, and flax and hemp goods. As a contrast to this, the value of the import and export trade of Russia with Germany during the same year is estimated in the Customs returns at £41,914,881, the "imports" of German origin being valued at £24,528,131, or 38·8 per cent. of the whole. Thus we see that the supply of British goods to the Russian market is on the decline, while that of Germany has progressively increased since 1888. Nor is this the only proof of our commercial decadence in Russia. For, as the Consul-General points out, "It is not only in this port (Constadt-Petersburg) that a decadence of British shipping is plainly apparent; the statistics of British tonnage at all Russian ports show, in the aggregate, a diminution likewise, though not to the same extent as in this particular port. In 1893 the percentage of British shipping at all the Russian ports stood at 54·5 rising in 1894 to 66·9 per cent., diminishing steadily from 1895, until in 1898 it stood at only 44.8 per cent. Consul Midhurst, in Moscow, also points out that America, Switzerland, and Germany are commencing to take away orders for machinery and other goods that were formerly given to England."

The British trader should place the good wares, for which he has so great a reputation, before the Russian public. If these be refused he should also cater for the masses with cheaper goods. To be concise, he should be prepared to supply every sort of article, and not, as has lately been the case, flood the market with "Brummagen ware" of German style and appearance. Let the British trader "work" for his trade, as do the Swiss, the Germans, and the Americans. Sending incomprehensible price lists abroad is of no use unless followed up by more energetic measures. And this is especially the case when what may almost be termed dishonest competition has to be dealt with. No better opportunity than the present will ever offer itself for the revival of our fallen commercial supremacy. The Russian Minister of Finance is doing all he can to improve the commercial relations with England. Let us strike while the iron is hot, for who knows how long M. de Witte will thus be inclined towards our country?

Owners are finding it more and more difficult to find employment that will pay the expenses of their steamers. While tonnage continues to increase, the trade of the world would undoubtedly appear to have contracted so that the position tells against owners both ways. In bad times there is always a great difficulty in getting tramp steamers of very large size placed to advantage. While boats of moderate size can be handled by charterers, these enormous steamers can find no one to take the risk of chartering them, and they therefore have to be forced on charterers, and rates have to be cut and cut until sufficient inducement is offered for some of the largest shippers to take them up. During the prosperity in shipping through which we have just passed boats of almost any size have been able to find employment (on the berth if not on charter) on an equality almost with steamers of moderate size, and naturally the larger the steamer the more the profit with the some rates of freight. This state of things never lasts long, but it has lasted long enough for a great many owners to rush in and contract for boats on the large side, till to-day the number of these, varying from 7,000 to 9,000 tons dead weight all told, built for tramp work is probably five or six times as great as it was four or five years ago. It will soon be proved whether these leviathans are as profitable in the long run as boats of handier size. In many cases, when they cannot get chartered outright, they are forced to take the berth in competition with the regular liners. They cannot compete with these on even terms, for there are usually insurance and other disadvantages against them, and naturally the regular boat gets the preference with shippers and secures all the choicest cargo, whilst the tramp steamer only gets what is left. At the present moment steamers of 6,000 to 6,500 cargo have to accept 2s 6d. less freight per ton in order to get fixed from the Burmah rice ports than have steamers of 4,500 to 5,000 cargo; while steamers of 7,000 to 8,000 cargo cannot be fixed unless they cut the rate to the extent of another 2s. 6d. per ton. In America these boats have been going on the berth in competition with the liners, which have themselves increased enormously in size during the past five years. The competition amongst these boats must of necessity be very keen during the next few years, and the result may be the deferring of a return to anything like prosperity for a longer period than many look for. The price of tonnage meanwhile is bound to come down. Already the drop has been serious, but we have yet to face the period when forced sales of steamers, contracted for by speculators, will in all likelihood bring prices down with a run. There probably more of this class of tonnage already on, and to come on, the market during this year than there has been since the end of the eighties, when we had a heavy drop in freights and a crisis in shipping property.

A good deal has been heard during the past eighteen months about electric printing, which, it is hardly necessary to say, is quite a different thing from printing by electric power. The process is stated to have emerged from the experimental to the practical stage, though whether it will prove a mere scientific curiosity or a substantial addition to the industrial arts it is at present difficult to say. The inventor is a Mr. Friere Greene, who has filed several patents covering his invention. The process is simply an adaptation or ordinary web printing from a stereo-type cylinder, but requires no printing ink. The paper is chemically treated during its manufacture, and in printing a continuous electric current renders the cylinder a negative pole, and the type faces appear on the paper in any colour desired. The work is said to be as rapid as on an ordinary Hoe machine, but its advantages, if any over the normal procedure have not been defined with any precision up to the present.

The great Kai-ping coalfield together with the whole of the plant, wharves, depots, and steamers, will pass from the Chinese Engineering and Mining Company to an English limited liability company bearing the same title on February 28th. All the financial arrangements are completed; the price, a million sterling, is already fully subscribed by private capitalists, who thus afford proof of their confidence in the future prosperity of the undertaking. There should not be the least question, indeed, on that point: the new company becomes the largest owner of the Chinese Black country, with unlimited beds of the finest coal at its disposal. So far as the commercial side of this notable transfer goes, the new company is to be congratulated on having made a right good bargain, heavy as is the price it has to pay. But still higher importance attaches to the transaction from a political standpoint. The persistent Russian endeavours to obtain control over the coalfield are finally baffled, and with that defeat of a long-treasured project ends the scheme for creating a monopoly adverse to both the British Navy and our Mercantile Marine. The splendid steam coal, equal, it is said, to the best furnished by South Wales, would have been reserved for Russian use exclusively had the plot succeeded; while at the same time the Cossack would have been brought more and more largely into local evidence on the pretext that the mines needed military protection. Whether viewed, therefore, commercially or politically, this country has most solid reason for congratulation on the outcome of negotiations which at one time looked none too promising. It is also a satisfactory circumstance that the Chinese company should have been permitted to transfer to Great Britain property greatly coveted by her rival.

Reports from the iron manufacturing centres indicate little, if any, improvement in the situation. Smelters in Middlesbrough, as Mr. John Stevenson informs us, are determined not to stock iron at present cost of production, and the make is, therefore, kept in correspondence with current demand. As the demand is poor enough, and as there is plenty of foreign iron on offer, it is not surprising that Cleveland "pig" should have receded further during the past week. Prices of C. M. B. No. 3 are now half a crown lower than the figure fixed by the abortive combination a month ago. Scotch warrants are slightly better, and there is at present a difference of 8s. 1d. in their favor, a fact which is sufficient to account for increased deliveries to the Clyde. Coal has gone lower, and Mr. Stevenson asserts that "blast furnace coke is selling below cost on short contracts, and manufacturing coal is also cheap enough now to satisfy consumers' necessities," which is some satisfaction, though we may assume that bottom has not been reached when there is talk of partially closing the pits.

LADY NORTHCOTE AT THE PARSEE GIRLS' SCHOOL.

HER EXCELLENCY LADY NORTHCOTE paid a visit yesterday to the Parsee Girls' School in the Fort conducted under the auspices of the Parsee Girls' School Association established as far back as the year 1857. Sir Jamsetjee Jejeebhoy, Bart., the President and Khan Bahadur D. R. Chichgar, honorary secretary of the institution, received Her Excellency and showed her the various classes, where education on Herbertian system, adapted to the habits and capacities of the girls is imparted. Many educationists have visited the school with a view to ascertain what success has been achieved by the introduction of this system, and have recorded their opinions in the Visitors' Book. Tno Hon. Mr. Giles, Director of Public Instruction, in his minute observed that this was the best vernacular girls school he had seen in the Presidency, and the children in the brightness of their mental activity and in their manifest happiness rivalled those of any institution with which he was acquainted in India. He thought that the result was due to the special system of instruction employed and also to the enthusiasm of the honorary secretary. Mr. Chichgar, which he had efficiently communicated to the teachers whom he had trained and which they had in turn communicated to the children. Some of the French educationists also bore testimony to the intelligent adaptation of the European methods of imparting education to Parsee girls. Ever since Mr. Chichgar has been elected honorary secretary to the institution, he has succeeded in securing about Rs. 75,000 as donations for its maintenance.

Khan Bahadur Chichgar informed her Ladyship that a tailoring class had been opened in memory of the late Bai Jerbai Cowasjee Adenwalla, for the maintenance of which the late Mr. Cowasjee Adenwalla contributed, Rs. 2,000. For the purpose of placing the class on a better and permanent footing, and with a view to bring it within the reach of poor students, the heirs and relations of the late Mr. Adenwalla had contributed Rs. 20,000 and Mr. Chichgar accordingly requested Her Excellency, on behalf of the members of the committee, to open the new class, arrangements for which had just been completed. Mr. Dorabjee Dinshaw Adenwalla contributed Rs. 2,000 towards the endowment fund and further presented a sum of Rs. 1,000 for the purpose of commemorating the visit of Her Excellency to the institution, the interest thereof to be devoted to prizes to be given to successful students in the name of her Ladyship. Her Ladyship's attention was also drawn to the opening of the Normal Class for preparing lady teachers to impart instruction on Kindergarten principles.

A young pupil in a neat little speech in English welcomed Lady Northcote to the school, and prayed that strengthened and sustained by her sympathetic encouragement, female education might receive some fresh impetus, and conduce more and more to the improvement and development of the intellectual, moral and social condition of the female population of this Presidency.

Her Excellency Lady Northcote formally declared the tailoring class open and expressed herself much pleased with the progress made by the students.

THE CENSUS RETURNS.

BOMBAY PRESIDENCY.

BELOW are given the complete Census returns received yesterday by Mr. R. E. Eathoven the Provincial Census Officer for the Bombay Presidency. It will be seen that increases of population are recorded for the Savanur and Sachin states. In Savanur the increase amounts to 1,470 and in Sachin there is an addition of 1,155 compared with ten years ago. On the other hand from Jawbar, Mahi Kantha and Aden large decreases are reported. In Mahi Kantha the census discloses the very heavy dicline of 220,060. The Jawbar State shows a decrease of 5,567 and at Aden the population is less by 3,457 than it was in 1891.

Name of District, State or Dity.	Number of Houses.		Population in 1891.			Population in 1901.		
	In 1891.	In 1901.	Males.	Females.	Total.	Males.	Females.	Total.
Aden ...	7498	6878	39914	13165	44079	28180	13042	41222
Savanur State ...	2901	3061	8330	8646	16976	9257	9189	18446
Jawbar State ...	8887	8565	27818	25606	52231	24166	22798	47264
Mahi Kanta State	136760	96509	29646	284221	551868	182316	179190	361508
Sachin State	4526	4668	9199	10147	19337	9979	10573	20192

[redacted] Census gives Bangore a population [redacted] as against last census 180,324 or an [redacted] 84,913.

AN AMERICAN WOMAN'S LOVE-LETTERS.

(BY THE WOMAN WHO WROTE THEM.)

It need hardly be said that when I wrote these love-letters I had no thought that they would ever be read by anyone except the gentleman to whom they were addressed; but circumstances which now appear to me to be all-commanding urge that I should sell them to the Press. I am suffering from financial distress, and I have noticed that there seems to be a large market for love-letter literature. A great many people seem to be engaged in publishing other people's love-letters, though I have observed that nobody has yet published his or her own. This gives me an opportunity to be original, for instead of publishing love-letters that have been written "to" me, I shall publish those that have been written by me. I want to state right here that never, no never, will I publish the love-letters that have been written to me by any of my gentlemen correspondents. I make this distinct statement because I should hate to have any man feel that he could not pour out the whole ardour of his heart and soul to me in perfect trust and confidence. I treat all such communications as strictly private and personal, and shall always continue to do so, even if an editor should offer me ten pounds a-piece for them—and some that I have in my possession would be really cheap at that price! No! All is not journalistic grist that comes to my mill! But the love letters which I myself have written are an altogether different matter. I claim the right to do what I please with them. Why, one might suppose that nobody but an Englishwoman could write the really and truly kind of love-letters! Now, I have written some love-letters myself in my time, and shall I, an American woman, allow myself to appear to be outdone by a mere Englishwoman? Shall you be left in your ignorant bliss of believing that an Englishwoman's love-letters are altogether splendid and unique in their way, when I have been writing love-letters quite as good, both from a literary and amorous point of view, during the past year, to an Englishman?

Yes, to an Englishman! Ah! there was the horror that quite transfixed me when I first learned what had happened to that other woman's love-letters! She also had written them to an Englishman, and he, thinking he had been the recipient of something rather quaint and fine, worried her so with tales of her future mother-in law's dislike of her, that she pined away and died, as he intended her to do, and then he published her love-letters and made money out of them, being himself without any literary ability or other visible means of support; all of which things the villain planned to do from the very beginning when he first won her heart. Immediately I wondered if it could be that all Englishmen were like that, when women who wrote to them allowed their hearts and their pens and their ink to run away with them? Could it be that they did not understand that love-letters were what you might call privileged and confidental communications? I had written love-letters to plenty of American men—beautiful ones (I mean the letters, not the men), and without the least reserve, and I never had a moment's uneasiness about them. Not one of these gentlemen would think of turning them into literary property and selling them. Would that I had never wandered from the strictly patriotic path of love, for had I not, in my fickleness and inconstancy, allowed myself to fall in love with an Englishman, I would now be spared the remorse I feel and the necessity of publishing my own love-letters in self-defence!

For it has come to that. I just wrote the Englishman and told him to send all my letters back, without giving him any reason whatever. I understand that is the recognised way of breaking off love-affairs in this country—you just break them off and don't say what for! So I said in my final letter to him:—

"Send back all my letters by return of post, and don't ask why, because I shan't tell you. I want to say, however, that to the memory of neither of us does any blame belong. We are equally the victims of circumstances, which came whole out of the hands of Fate and England, and there let them remain. There is no fault in you; the fault is elsewhere. I can no longer love you as I did. All that was between us must be at an end. For your good and mine, the only right thing is to say good-bye without meeting, so you need not call again. I know you will not forget me, but I'm not sure you will forgive me when you find out what I am going to do. You are the nicest Englishman I have ever known, and if it will comfort you to blame me, I beg you to do; but rest assured that to me you will remain, what I have always found you—the best, the most true-hearted Englishman that any American woman could pray to meet. Yours never more.—"

Thus it came to pass that by means of this fina communication, which, I am sure, was as kind and lucid and enlightening an explanation as any man could have a right to except from the woman he proposed to marry, I got all my letters back.

In looking them over I have noticed that in many particulars they are very like the love-letters the ill-fated Englishwoman wrote. Sometimes I soar to heights of real literature; at other times I seem to have lost my head as well as my heart, and my remarks are the reverse of what you might term sensible. To you outsiders who read them they will doubtless appear absolutely foolish and meaningless; but I beg you to be lenient with my past follies, and remember how it used to be with yourselves. Love-letters are not expected to be sensible—at least, cannot be expected to appear so except to the one who writes and the one who receives them. Indeed I suppose if everybody were truly sensible there would never be any love-letters at all.

Therefore I am not inclined to think that the Englishwoman and myself had any particular and peculiar gifts in the capacity for loving and love-letter writing, although I seem to have

I was once foolish and unsuspecting enough to write ; No one could regret the necessity for the publication of the details of my unfortunate love-affair more than I. Would that I might have gone on writing love-letters to my heart's content and kept the matter quiet, as I have always held such things should be kept ! My position is most humiliating to me, yet, when the course of choosing between two evils is placed before me, I will not shrink from choosing the lesser. I publish the letters myself, because if I did not, the Englishman would. Of that I feel assured. I have, at least, the comfort of knowing that I have frustrated the plans of an Englishman whom I once loved, and who, as he repeatedly declared, was "fond" of me.

THE FAMINE.

BOMBAY RELIEF MEASURES.

During the week ending the 23rd February 1901 there was more or less rain in parts of Bijapur, Dharwar, Sholapur, Poona, Satara and Belgaum, and in the Native States of Akalkot, Phaltan and Jath. The rainfall caused no alteration in the situation. The prices of the staple food-grains have risen in Kaira, the Panch Mahals, Sholapur, Ahmednagar, Bijapur and Belgaum ; elsewhere they have fallen or are stationary. Prices, compared with those of the corresponding week of 1900, are lower in all districts.

The numbers relieved are compared below without those of the preceding week :—

	Preceding week.	Week under report.
Workers	117,882	116,485
Dependants	23,228	22,969
Gratuitously relieved in poor-houses and villages	40,019	37,591

The numbers on relief works, including dependents, have decreased in Sholapur by 4,865 in Ahmednagar by 1,036 and in the Panch Mahals by 209 ; the decrease in the first two districts are probably attributable to openings for employment on the rabi harvest and the fall in prices. In the districts noted below they have increased as follows :—Ahmedabad, 1,794 ; Satara, 1,247 ; Bijapur, 566 ; Poona 479 ; Kaira, 211 ; Dharwar, 100 ; Broach, 43 ; Nasik, 16 ;

The numbers in receipt of gratuitous relief in villages and poor-houses have decreased in all districts except the Panch Mahals, Bijapur, Kaira and Nasik, where they have increased by 387, 223, 11 and 2 respectively. Two large works—one in Broach and one in Ahmednagar—were closed during the week and two small works under Civil Agency for the employment of people near their homes were opened in Kaira and two in Ahmedabad. The Majiguda Tank in Dharwar was opened as a test work during the week

Sanction has been given to the grant of a takavi advance of Rs. 18,000 to Rao Bahadur B. R. Hebbikar to enable him to complete a scheme of land improvement calculated to afford employment to persons in need of it in his Saranjam village of Hebli in the Dharwar Taluka. An allotment of Rs. 750 has been sanctioned for gratuitous village relief in Surat.

RELIEF RETURNS.

The number of persons in receipt of relief during the preceding and present weeks in each Province is shown in the following table :—

Name of Province.	Preceding week. Revised figures. Relief works.	Gratuitous relief.	Total.
British Provinces.			
Madras	327	3011	3338
Bombay	140785	39997	180782
Central Provinces	—	16	16
Total British Provinces	141112	43024	184136
Native States.			
Rajputana	..	327	327
Central India States	977	692	1669
Hyderabad	1275	766	2041
Baroda	11499	4358	16333
Bombay Native States	15339	1697	17036
Total Native States	29090	7830	37460
Grand Total	170742	50854	121596

Name of Province.	Present Week. Relief works.	Gratuitous relief.	Total.	Increase or decrease.
British Provinces.				
Madras	473	3015	3185	+ 147
Bombay	139463	37072	176535	— 4247
Central Provinces	—	536	536	+ 520
Total British Provinces	139936	41120	180556	— 3580
Native States.				
Rajputana	..	317	317	— 10
Central India States	1760	(a) 39	1799	+ 127
Hyderabad	1425	766	2191	+ 150
Baroda	1033	4373	17408	+ 1055
Bombay Native States	15500	1667	17167	+ 97
Total Native States	31718	7161	38879	+ 1419
Grand Total	171154	48281	219435	— 2161

(a) Figure for Jaora only.

WHICH BODILY PARTS AGE FIRST ?

Dr. Muhlmann has for several years been making observations on the weights of different parts of the human body, and the study of these data has led him to several interesting conclusions. It is customary to reckon three principal stages or epochs of human life—namely, (1) the period of growth extending from birth to 25 years of age ; (2) the period of maturity extending from 25 to 40 or 50 years of age, during which growth ceases and a condition of equilibrium is maintained ; and (3) the period of old age which immediately follows that of maturity. The leading features of an individual life may be summarised in this way, but the study of the growth of separate organs of parts of the body casts quite a fresh light on the subject, revealing the fact that each organ has its own stages of youth, maturity, and old age, and that in none of the organs does this series of changes take place coincidently in point of time with the corresponding changes which affect the body as a whole. The body attains its greatest size during the third decade and continues about the same during the fourth and fifth decades. The brain, however, attains its greatest size in the second decade, the kidneys in the third, the muscles, skeleton, intestines, and liver in the fifth, and the heart and lungs in the eighth decade—i. e., in extreme old age. Increase or decrease in the weight of the body is therefore not due to simultaneous increase or decrease in weight of all its component parts, but is the resultant of an increase in some organs and a decrease in others ; thus, the brain attains its greatest weight about the fifteenth year of life. The loss of weight which is one of the features of old age is chiefly due to wasting of the bones and muscles.

IN THE ANDAMANS.

A CONVICT'S LIFE IS NOT A HAPPY ONE.

An Andaman correspondent of the "Rangoon Gazette" gives an interesting account of the escape of some convicts. Seven natives of India and five Burmans escaped on different dates from the settlement, and met, apparently quite accidentally, at Rutland Island, south of Port Blair. Here they succeded in seizing an Andamanese canoe having tied up the Adamanese while they made off with it. When the latter succeeded in freeing themselves, they came up to Port Blair and reported the matter. A steam launch with a party of Adamanese and Police was sent out in search, but after three days spent in steaming round some of the Islands of the Southern Archipelago, they returned without finding any trace of the runaways. After two days another expedition was made, and this time with almost complete success. Ten out of the twelve runaways were discovered on south Sentinel Island, where they had arrived in their canoe from Rutland Island. They were captured without much trouble, and brought back to Port Blair. The two remaining men, a couple of Pathans, are said to have put to sea on a raft several days before the arrival of the launch. Their lot will probably be not a happy one. The sea was so rough that the steam launch could only weather it, so what chance has a small raft ?

To the Deaf.—A rich lady, cured of her Deafness and Noises in the Head by Dr. Nicholson's Artificial Ear Drums, gave £5,000 to his Institute, so that deaf people unable to procure the Ear Drums may have them free. Address No. 1064 D. The Nicholson Institute, Longcott, Gunnersbury, London, W.

BOMBAY RACES.

BOMBAY EIGHTH EXTRA MEETING, SATURDAY MARCH 9.

First Entries closed at 7 p.m. Monday.

The Stick Stakes—Distance 1 Mile over 5 flights.

Mr Murray's b aus m Wareis 13 3
Mr R Hunter's b aus m Venus 14 1 14
Mr G Hunter's g aus g Good Boy 14 3 4
Mr R J Hunter's ch aus m Deborah By Aberdeen 14 1 1-2
H H Aga Khan's b a h Helios 14
Mr T C Naples br aus m Marion 14

The March Stakes—Distance 1 Mile.

Mr Lyndon's b aus g Planet
Mr S C P's b aus g Orion
Mr Baldock's b aus h Teepookana
Mr Murdoch's b aus g Spark
Mr M E's br aus h Tilberadge
Mr A Sattar's ch aus g Redoubt
Mr R J Hunter's b aus g Amendment By Gozo—Bay Rose 4 years
Mr R J Hunter's ch aus g Coin 6 years
H H Aga Khan's br c g Ayrdale 6 years
Mr Millward and Aga S Shah's b aus m Ailie 6 years
Messrs G K and D D's bl aus g Roy

The Mahim Stakes—Distance 1 1-4 Miles

Mr Ali bin Talib's b a h Hakum 13 3 3-4 aged
H H Chief of Mhaisal's g cb g Transvaal
Mr Fry's b cb m Lady Newbrook
Mr S A Wahed's b a h Earl
H H Aga Khan's b a h Yildiz aged
Mr D M's ch a h Lordj Roberts 13 3 1-2
Mr Anandji Nanji's b a h Muswood 13 3 3-4
H H Maharaja Holker's ch a h Shanghai aged
Aga Mirza Ahmed's ch cb m Daisy Belle
Messrs G K and D D's ch a h Manchester

The Flying Stakes—Distance 5 furlongs.

Messrs A M Amer and Cowasji Burjorji's b a h Oriental 13 2 1 2
Captain Swiney's ch a h Muskerry 13 1 3-8
Mr Naji Bin Syed Rashid's g a h Waher Mahomed 13 2 3-4
Mr S C P's b a h Leader 12 3
Mr Hyde's g a h Achilles 13 2 3-4
Mr Hyde and Aga S Shah's b a h Conqueror 13 2
Mr Fischer's ch a h Governor 13 2 3-4
Mr S A Wahed's b a h Advance 13 2 3 4
Mr Finch's ch a h Panalla 13 2 3-4
Mr Finch's g a h Farewell 13 2 3-4
Mr S C P's g a h Flashlight 13 2
Captain G Moore's b cb m Cozy 13 3
Mr Mathradas Goculdas g a h Grey Fox 13 2
Mr Mathradas Goculdas ch a h Feeroze 13 2
Mr D M's ch a h Shah Jahan 13 2
Mr Anandji Nanji's g a h Bonaparte 13 2 3-4
Mr Green's g a h Bonstan 13 2 3-4
Messrs G K and D D's g a h Dispute 13 3
Messrs G K and D D's b a h Chancellor 13 3

A Maiden Selling Plate—Distance 5 furlongs.

Mr S A Wahed's b a h Royal Prince 13 3 Rs 1000
Mr Artin A Kasayie's g a h Jupiter 13 1 3-4 Rs 1300
Mr Jackson's b a h Lucky Boy 13 3 7-4 Rs 600
Mr D M's g a h Baktawar 13 3 Rs 1(01
Mr Anandji Nanji's ch cb h Dictator 13 3 Rs 700
Mr Abdool Ali Lookmanji's g a h Hoosainee 14 Rs 1000
Mrs C Bottean's ch a g Cruiser 13 3 3-4 Rs 1100

The New Comer's Plate—Distance 5 furlongs.

Mr B's b a h Budhoo 13 2 3-4
Mr A M Amer's g a h Silver Jubilee 13 3
Mr Ali bin Talib's b a h Gocab 13 2 3-4
Mr Syed Rashid's b a h Sir Jamal 13 1 3-4
Mr Zaid bin Mahomed's ch a h Nonpareil 13 2
Mr Jackson's b a h Courier 13 3
Mr Abdoola Tamimi's g a h Saood 13 1 1-2
Messrs J P and D M's g a h Jessoor 13 3
Aga Shah Rook Shah's ch a h Shah 13 3

Welter Plate—Distance 7 furlongs.

Mr B's g a h Nubia 13 2
Mr A R Amer's b a h Sweet William 13 2
Mr Ali bin Talib's g a h Nevermind 13 2 1-4
Mr Lyndon's g a h Phobos 13 3
Mr Hyde's g a h Achilles 13 2 3-4
Mr Thomas' b a h Kilwa 12 2 1-2
Mr Mathradas Goculdas g a h Grey Fox 13 2
Mr Mathradas Goculdas ch a h Feeroze 13 2
Captain A C Roberts' br a h Baronet 13 3
Aga S Shah's g a h Grey Leg 13 2
Mr Abdul Aziz Saif's b a h Shaiboob 13 2
Messrs G K and D D's ch cb m Common 13 3

The Mixed Plate—Distance 6 furlongs.

Mr Baldock's ch aus m Amarosa 14 1
Mr Cross' b aus m Nada 14
Mr Nazer Beg's bl aus m Investment 14
Mr A Sattar's b aus m Beccles 13 1 3-4
Mr J B's b aus m Sweet Marie II 14 1-4
Mr R J Hunter's br aus m Beryl 14 1-2
Mr R J Hunter's br aus m Fancy 14 3-4
Mr H Wiseman's br aus m Nautilus 14 1
Messrs G K and D D's br aus m Banna 14 1
Messrs G K and D D's ch e m Marguerite II 13 3

SECOND ENTRIES CLOSED AT 7 P.M. TUESDAY 5TH MARCH.

The March Stakes—Distance 1 Mile (1st Entries 11)

Mr R J Hunter's br aus g Tourist (4 years).

The Mahim Stakes—Distance 1 1-4 miles (1st Entries 10)

Mr Mathuradas Goculdas' ch cb m La Baliffe 14.1 (4 years).

A Maiden Selling Plate—Distance 5 furlongs (1st Entries 7)

Mr Finch's g a h Farewell 13.2 3-4 Rs 1000.
Mr Anandji Nanji's ch cb h Dictator 13 3 Rs 1000.

CECIL GRAY, Secretary W. I. T. C.
Bombay, 5th March 1901.

DEATH OF EX-KING MILAN.

TRAGIC ENDING.

Ex-King Milan died in his hired apartments at Vienna. His end was as his life had been, and neither his wife nor his son responded to his appeal to visit him on his dying bed.

The beginning of Milan's fatal illness (says the Vienna correspondent of the "Morning Leader" in a despatch which vividly brings before us the scene in the death chamber) was a slight attack of influenza, which was epidemic here during the whole winter. Milan neglected to summon medical advice, and went out before he ought to have done. The result was a serious relapse, and eight days ago inflammation of the lungs set in.

The symptoms were not at first dangerous, but King Milan's constitution was ruined by hard living, and the lung disease was complicated by weakness of the heart. Four of the best physicians of Vienna attended him, but on Saturday they recognised that there was no hope of his recovery. At this stage of his illness Professor Neusser despatched telegrams to Queen Natalie at Biarritz and King Alexander at Belgrade, summoning them to the death-bed of their husband and father respectively. Both refused to come. King Alexander telegraphed that he could not leave home just now, and Queen Natalie replied that the journey was too tiring for her.

MILAN WRITES TO HIS WIFE AND SON.

It was not till Sunday Feb.3 that King Milan realised that his illness would prove fatal. He remarked to Professor Neusser, "I feel I am dying. It is hard to die when one is only 47." Then he asked that his wife and son might be summoned. The doctors told him that had already been done, but, fearing to inform him that both had refused said that no replies had yet been received. The dying King ordered the replies to be communicated to him the moment they came. Several times afterwards he asked if his wife and son had not come, and seemed deeply hurt when he learnt that they were not there.

During the earlier part of his illness King Milan was in the hands of hired attendants, but for the last two days his life-long friend, Count Eugene Zichy, a well-known Hungarian nobleman, and his maternal uncle, Colonel Constantinovitch, watched day and night.

On Sunday King Milan sat up in bed and wrote a letter to his son, telling him that he forgave everything, and died with fervent wishes for Alexander's success as a monarch, and for the welfare of the Servian nation. Milan also wrote a few lines to Queen Natalie, begging her forgiveness for any wrongs he had done her.

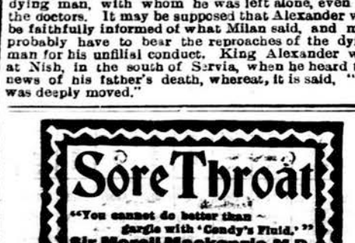
On Monday morning the royal patient said again and again, "I know I shall die to-day. I feel I must die to-day." Turning to Professor Neusser, he gasped, "Must I die, doctor ? Can't you do anything to save me." When the professor assured him that everything was being done, he repeated, "You must do what you can. I want to live."

The end came at a quarter past four. The King was already speechless, but looked piteously at Count Zichy, who held his hand. At the last moment he endeavoured to raise himself, fell back with a loud sigh, and expired.

There were present, besides Count Zichy and Col. Constantinovitch, four doctors and King Alexander's aid-de-camp, whom his son had sent to watch his father's deathbed instead of coming himself, the Servian Minister to Vienna, and the nurse. Count Zichy and Col. Constantinovitch both kissed the dead King's face reverently.

MILAN AND HIS SON.

Colonel Petrovitch, King Alexander's Adjutant, at noon on Monday had a long conversation with the dying man, with whom he was left alone, even by the doctors. It may be supposed that Alexander will be faithfully informed of what Milan said, and may probably have to bear the reproaches of the dying man for his unfilial conduct. King Alexander was at Nish, in the south of Servia, when he heard the news of his father's death, whereat, it is said, "he was deeply moved."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HERE, THERE, AND EVERYWHERE.

The fact that the Hon. Ivan Hay is to be one of the Pages of Honour-in-Waiting to King Edward at the opening of Parliament to-day recalls the fact that the lad (he was born in 1884) is a distant kinsman of his Majesty, for he is a great-great-grandson of King William IV. by Mrs. Jordan, whereas Edward VII. is William's grandnephew. Mr. Hay's father is now at the front as Brigadier-General of the Imperial Yeomanry, while his second cousin, the Duke of Fife, is married to King Edward's daughter. Thus, though the Errolls in the main line are out of the male line of succession, it is just possible that they may succeed in the female line in the persons of the Duke of Fife's daughters. Mr. Hay's grandfather, by the way, was one of the Pages-in-Waiting to the late Queen at her Coronation.

Was Mr. Balfour a member of the Fourth Party. In a second edition of "Our House of Commons," &c., by Alfred Kinnear (Blackwood), the following passage appears, which seems to settle the point on Mr. Balfour's authority : "It will be a surprise to many people who remember the distribution of men in the 1880 Parliament to hear that Mr. Balfour was not really a member of the Fourth Party. He sat with it. He did not act with it. The Fourth Party did not take its name from the number of its members, as is generally supposed. It was a party of three, comprising Lord Randolph Churchill himself, Sir Henry Drummond Wolff, and Sir (then Mr.) John Gorst, and its noble leader complained to a right hon. friend that he thought it "too big by two." The reason that Mr. Balfour was not accepted as a member is to be found in is relationship to Lord Salisbury. The Fourth Party was at war with Lord Salisbury, and the assailants of the uncle naturally refrained from confiding in the nephew. Mr. Balfour himself has in latter years, Mr. Kinnear adds, found it convenient to disown his former associates. "I sat with them," he explained—"nothing more than that."

A striking illustration of the popularity achieved in these days by some modern novelists is found in the fact that of nine works of fiction recently published in England and America by Messrs. Macmillan and Co., the enormous total of one million and twenty-seven thousand copies have been sold. Richard Carvel accounts for 385,000 ; The Choir Invisible, 213,000 ; The Increasing Purpose, 110,000 ; In the Palace of the King, 30,000 ; Via Crucis, 75,000 ; The Forest Lovers, 70,000 ; The Pride of Jennico, 47,000 ; Young April, 44,000 ; and Richard Yea-and-Nay, 23,000. Whatever else is read in these days, fiction is.

Among the most popular of the preachers during the recent mission in the Metropolis was Gipsy Smith. Some facts given in the "British Weekly" show that this gentleman's career has been a rather remarkable one. His father was a gipsy. Gipsy Smith was born at Woodford, in Essex, and his earliest recollections are of wandering as a child in the glades of Epping Forest. When he was six an event happened which changed the prospects of the family. The little caravan was at Norton, near Baldock, in Hertfordshire, when small-pox broke out. The mother died after a short severe illness. The father, who had hitherto been much given to drinking and swearing, became from this time onwards a changed man, and devoted himself to the care of his children.

The children received no schooling of any kind, but Gipsy Smith, under the better conditions of his life, picked up his letters somehow, and educated himself. He finally left the tent in 1877 and became an evangelist. "The standard of morality amongst our people," says Gipsy Smith, "is exceptionally high. They guard most jealously the purity of their girls and women. Drunkenness is frequent amongst the men, but I have only once seen a gipsy woman drunkard. Lying is their chief fault, but that is encouraged by the credulous public, who will insist on making them tell fortunes."

Gipsy Smith began his life-work under General Booth of the Salvation Army, who was then at the head of the Christian Mission. When the Army was formed in 1882 Gipsy Smith had been working at Henley, and the people so greatly appreciated his services that they presented him with a gold watch. The watch has an inscription on the inside of the case, stating that it was given to Gipsy Rodney Smith "as a memento of our high esteem, and in recognition of his valuable services in Henley and district." For receiving this watch Mr. Smith was dismissed by General Booth, but he has always considered that the incident was one of the most providential events of his life, since it led him into a much larger and more influential sphere than he could have filled in the Salvation Army.

Cornelius Smith, the father of Gipsy Smith, is now a hale, vigorous old man and four of his five children have become Christian workers. Gipsy Smith's brother works on the railway at Cambridge, and helps in the railway mission. One of his sisters, Mrs. Ball, is the wife of a Town Councillor at Hapley (the first gipsy Town Councillor), and she is well known as a local preacher. The other sister, Mrs. Evans, has been connected for nine years with the late Rev. Charles Garrett's mission at Liverpool. Gipsy Smith now devotes himself entirely to evangelistic work among the Free Churches. He has visited Australia, and has been five times in the United States.

The historic precedents with regard to the Parliamentary robe worn by his Majesty at the opening of Parliament was faithfully adhered to. This robe was made by Messrs. Wilkinson and Son, the well-known robe makers to the Crown, in conjunction with Messrs. Debenham and Freebody, the Royal furriers and successors to Messrs. Nicholay and Son. The outside of the robe is of rich crimson velvet embiazoned with heavy gold lace specially designed with a train of great length and is lined throughout with Royal ermine. Many hundreds of skins were necessary for this lining, and none but the choicest specimens have been used. In order to give the cloak the combination known in heraldry as minever, the ermine has been symetrically spotted with upwards of 10,000 small pieces of black fur. The price of such a robe must necessarily be very costly, and great credit is due to the joint makers for having produced so stately a mantle in so short a time. It may be interesting to note that Messrs. Wilkinson and Son are successors to Messrs. Hunter, who made the Queen's first robe, and that Messrs. Debenham and Freebody are successors to Mr. J. A. Nicholay who had the honour of being appointed furrier to her late Majesty during the first year of her reign.

It was to be anticipated that the executive committee of the Humanitarian League would take an early opportunity of approaching his Majesty King Edward VII. on the question of the Royal Buckhounds. That body has now addressed a memorial to the King praying his Majesty to give consideration to the feeling of strong abhorrence with which a large number of his subjects regard the so-called sport of hunting tame stags, as carried on in the Sovereign's name, and as a national institution, by the Royal Buckhounds. The memorial points out that during recent years repeated protests have been made against this degraded form of sport on the score of its cruelty, and that these protests have been supported by the Royal Society for the Prevention of Cruelty to Animals of which the King is a patron and the Duke of Cornwall and York is president. The signatories urge that the growth of humane sentiment has rendered the sport as obnoxious to the more refined spirit of the present age as were bull and bear-baiting in the early years of the past century, and they therefore pray his Majesty to discontinue the Royal Buckhounds, or convert them into a drag hunt ; and they express the conviction that the late Queen Victoria regarded the hunt with disapproval. Appended to the memorial is a list of well-known persons who have at various times supported the protest.

Mr. David Saul Margoliouth, the Laudian Professor of Arabic, who is this month scarifying the "Higher Critics" at Exeter Hall, is a young Anglican clergymen of Jewish parentage, with a European reputation for phonomenal erudition. As an undergraduate at Oxford he carried off almost every possible distinction in classics or Hebrew, and it is fabled that when he took his first class in "Greats" the unhappy examiners were compelled to verify his recondite quotations in the Bodleian Library. The learned Professor has married his "affinity," for his wife is a daughter of the famous Syriac scholar Dr. Payne Smith, the late Dean of Canterbury.

There is a touching paragraph in an article in the "Figaro" on the subject of "Queens." In France, we are told, the law as relating to the monarchy excludes women from assuming the leadership of the State. But she is a queen, a ruler, for all that. For "of how many farms and chateaux, brought to the verge of ruin by a dissipated husband, a prodigal son, has not the widow, the mother, been the good genius who patiently, perseveringly, has built up again what the man of the family had destroyed." Anyone who knows the conditions of domestic life in France will fully endorse this well-earned compliment.

The Cologne shopkeeper who figures as the main personage in the following story deserves a compliment for cuteness and ingenuity. He is the head of a large firm of drapers, and one evening recently, after business hours, he caused his saleswomen to be assembled before him. "There are among you," he said to them, "several individuals whom I know to be guilty of theft from our stores. I have the names of every one of the culprits, but I wish neither to mention them here nor to hand them over to the police. Meanwhile, my firm cannot continue to employ thieves, and I ask those among you whom it may concern not to enter my premises any more after tonight. If you dare, after this, to put in an appearance I shall hand you at once over to a detective who will be in the house." Upon this the girls were allowed to go home. Next morning eighteen of them did not come.

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NAVAL AND MILITARY NOTES.

THE Future of the Army, both in peace and was depends in no small degree upon its home organisation and the methods adopted for its recruiting, drill, and tactical training. It has been said that India is the best training ground for the army, and no doubt in a sense it is. South Africa will now probably run it hard, but if the advantages of such extended areas are to be properly utilised there must be greater attention given to the initial stages of the soldier's career, and, what is more, he must be made an effective soldier—fit for fighting—before he leaves the United Kingdom. Sir Redvers Buller has issued at Aldershot some "Observations on points on which South African experience seemed to show our system of training might be improved" and these indicate plainly the need for reform in the home training of troops, and the absolute necessity for such organisation and facilities for field manœuvres as will bring about the desired result. We lately made some remarks on the unsuitability of the Continental army corps system to the British army, and advocated as a preferable arrangement the establishment of divisions to which should be allocated more cavalry, guns, and mounted infantry thus making them somewhat the fighting equivalent of the Continental army corps. The recognition of such an enlarged division as the British tactical unit would go far to simplify the problems of location and training which present such difficulties in the United Kingdom. It is now reported that the Aldershot command is to receive an accession of strength with a view to its being raised to a complete army corps, but before this is finally decided upon we trust that the enlarged divisional organisation may be fully considered, as offering greater opportunities for imparting the training and ensuring the readiness for action which the exigencies of the Empire demand.

It is an interesting subject of speculation just now whether the changes which have taken place in the constitution of the Board of Admiralty since the end of last Session of Parliament will be found to have produced any change in the attitude of the authorities in the matter of submarine boats. In the development of this type of vessel the year which has just closed proved an important one. At the commencement of the year France was rejoicing in the possession of a boat, the Gustave Zede, which had passed through various trials, and was reported to have solved the great problem of submarine navigation, so often attempted without success. The "Gustave Zede," however, was but one of several boats with which experiments were in progress, and during the year the "Narval," a more ambitious type of vessel, was completed and put through various tests, it is said with most satisfactory results. The officer entrusted with the command of the boat is enthusiastic as to her merits, and the President of the Republic, who has shown his unequivocal confidence by himself making a descent in the new vessel, was greatly impressed with her value as a fighting unit. Under these circumstances it is not strange that submarine boats should figure largely in the Estimates for new construction which have lately passed the French Chamber.

The alleged unpreparedness of our fleets for war is based almost entirely upon their composition. It is said, and said truly, that until they are supplied with the proper proportion of cruisers and auxiliary vessels, such as would be essential for their effective use if called upon to fulfil their only purpose, they cannot be deemed to be in an adequate condition of readiness for any emergency. It has also been contended that the standard of gunnery efficiency is lower than it should be, and compares ill with that of some foreign Powers. So far as the composition of the Channel and Mediterranean Squadrons is concerned, it is manifest, they are insufficiently provided with cruisers, if we accept the numbers supplied on the occasion of manœuvres as an estimate of the real requirements in this connection. It is obvious that it is not from a lack of ships that the Admiralty refrain from increasing the number in commission since there are plenty in the Reserves ready to hoist the pennant. Nor do we believe that it would be difficult to find sufficient officers and men for the purpose if it should be considered desirable.

The "Revue du Cercle Militaire" has extracted some instructive figures from the medical statistics of the Russian army, which have been published by an official committee in St. Petersburg. They have reference to the year 1897, that being the latest period to which the reports have reached. The mean effective of the Army at the time was 913,435, and number of sick was 314,472, or at the rate of not less than 344·27 per thousand, with 5,080 deaths or 5·48 per thousand, not including suicides and accidents. The men sent to hospital were 278·223. The region most afflicted was the district of Turkestan, where the alarming figure of 858·9 per thousand was reached whilst the most favoured district was Wilna, where the rate was 224·1. The maximum of sickness was in the 10th Army Corps (Karkoff), 414·5 per thousand, and the minimum in the 2nd Cavalry Corps (Warsaw), 125·4 per thousand. The different arms were classed as follows for sickness:—Auxiliary troops, Infantry, Cossacks, Engineers, Artillery, Rifles, and Cavalry. The following were the percentages for the various diseases:—Malaria, 47·3 per thousand; skin diseases, 36·3; venereal disease, 18·8; affections of the eyes, 18·3; acute bronchitis, 14·1; syphilis, 13·7; and influenza, 10·5. Tuberculosis of the lungs affected only 3·5 per thousand of the mean effective, with a mortality of 1·9. In this last regard the Russian Army occupied a notable place, for in every other country tuberculosis was much more prevalent. The suicides during the year were 285 in all.

Among the recent promotions made in Russia is that of Lieut.-General Kouropatkine, Minister of War, to the rank of General of infantry. The Czar addressed to him a rescript, in which he said that in imposing upon him the labour of directing the Russian forces he knew he had in him an energetic and capable worker for the good of the troops. He had before him the general's brilliant military career, marked with his blood, and signalised by numerous exploits of personal bravery, by great talents as an organiser, and by vast knowledge of military science, and of the duties of administration gained in Transcaspia. The Emperor remarked that for three years he had watched with great satisfaction the general's incessant watchfulness, always in conformity with the true wants of the Army, and said that recent events in the Far East had shown once more the excellent training even of the most distant contingents of the Army, as well as the courageous spirit of the Russian soldier already tried by centuries.

The War Minister has been a lieut-general since April, 1890 and will attain his fifty-third year in March. In 1874 he accompanied a French expedition in Algeria and wrote an account of the operations. From 1875 to 1877 he was on the staff in Tukerstan, and he took part in the Russo-Turkish war as chief of the staff to General Skobeleff, and was particularly distinguished at Lovtcha and at Plevna, where he was wounded. He afterwards published a very interesting account of Skobeleff's operations. After the war he had charge of the Asiatic affairs of the general staff, and from 1879 to 1883 was in command of the Brigade of Turkestan Rifles. It was then that he took part in Skobeleff's expedation against the Akhal Tekkes and in particular in the assault on Geok Tepe. From 1883 to 1890 Kouropatkine was one of the four generals deputed by the general staff to investigate the military situation of the Russian armies in the western theatre and afterwards until 1898, when he became Minister of War, he was command of the forces in Transcaspia and governor of the province. He has gained great praise for his organising work at the Ministry, and lastly for the rapidity and skill which enabled Russia to send to China and Manchuria four army corps comprising about 170,000 men.

Rear-Admiral Lewis A. Beaumont, Commander-in-Chief of the Australia station, attended, with the Governor-General of the Australian Commonwealth, a State Service held on Saturday last, at the Cathedral, Sydney, N.S.W., in memory of our late and most gracious Sovereign. Subsequently he accompanied his Excellency to her Majesty's statue in Queen's Square, at the foot of which his lordship placed a wreath. The vessels under the Rear-Admiral's command present at Sydney fired a salute of eighty-one guns.

Rear-Admiral J. H. Bainbridge was recently mentioned for the Australian and Queenstown commands respectively. As neither flag-appointment fell to him he is now spoken of as successor to Rear-Admiral A. B. Jenkings, of the Channel Squadron, in June next. Unfortunately, independent commands were recently filled up almost simultaneously, and no vacancy is likely to occur until June, 1902, when Rear-Admiral Day H. Bosanquet's service expires in the East Indies. If Rear-Admiral Bainbridge accepts the Channel appointment we hope that something more important will be offered him afterwards.

Rear-Admiral T. Sturges Jackson, Admiral Superintendent of Devonport Yard, has contributed a second volume to the Naval Records Society, dealing with the logs of vessels of the Nelsonic era engaged in the great fights of 1794-1805. This addition to the literature of the institution contains matter of much interest and importance to Naval officers.

Rear-Admiral Atwell Lake's period in command at Queenstown came to an end the week the mail left and much regret was expressed when he left. In addition to advancing the utility of the departments as this rising naval arsenal, he promoted the social interests of the community, both civil and official, at the port and in its neighbourhood. As the gallant flag officer has upwards of six years' time before compulsory retirement is reached, it is hoped that he will have further opportunity of displaying his ability and goodwill elsewhere.

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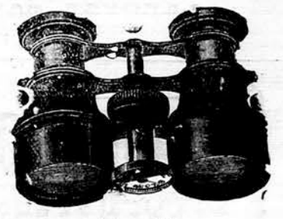

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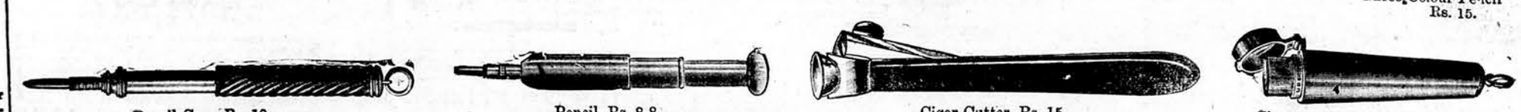

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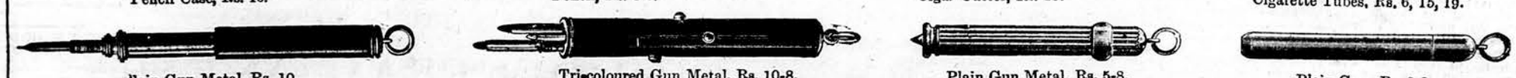

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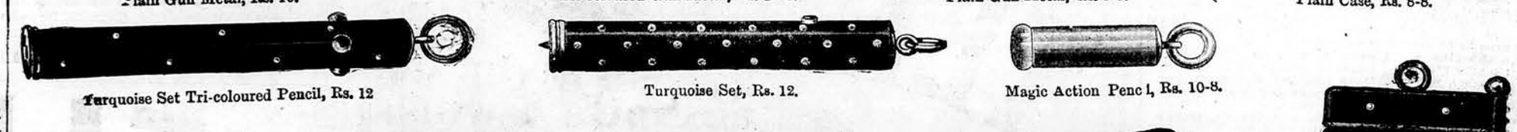

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